APPENDIX A

TRAFFIC STUDY SCOPE OF WORK

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MEMORANDUM

To: Zdenek "Zed" Kekula, P.E.
City of Santa Ana

Date: December 6, 2022

From: Richard E. Barretto, P.E., Principal
Linscott, Law & Greenspan, Engineers

LLG Ref: 2.21.4410.1

Subject: ***Traffic Circulation Analysis Scope of Work for Related Bristol Project, California***

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the following Traffic Circulation Analysis Scope of Work for the proposed Related Bristol project in the City of Santa Ana for your review and approval. The work program summarized below considers the City of Santa Ana requirements, preliminary discussions on the Project, and our recent experience within the City, inclusive of the preparation of the following development-related traffic studies:

- *Revised Traffic Impact Analysis Report for First Street Family Apartments, dated January 2016,*
- *Revised Traffic Impact Analysis Report for the Madison Mixed-Use Development, dated August 4, 2017, and*
- *Traffic Impact Analysis Report for the 1660 E. First Street Elks Apartments dated June 26, 2018.*
- *Revised Traffic Impact Analysis Report for 4th and Cabrillo Mixed-Use Project (Central Pointe), dated July 30, 2020.*

Traffic Study Scope of Work

The Traffic Circulation Analysis for the Related Bristol Project (herein after referred to as Project) will satisfy the traffic impact requirements of the City of Santa Ana.

A. Project Location: The Project site, currently known as Metro Town Square, is a 41.3±-acre rectangular-shaped parcel of land generally located west of Bristol Street, east of S. Plaza Drive, north of Sunflower Avenue, and south of MacArthur Boulevard in the City of Santa Ana, California. The subject property's land use designation in the newly adopted Santa Ana General Plan is District Center-High (DC-5) which is designed to serve as anchors to the City's commercial corridors and to accommodate major development activity.

The subject property is currently developed with 465,063 square-feet (SF) of retail/commercial uses. The northern half of the property is developed with approximately 45% of floor area whose tenants include Vons, LA Fitness, Bank of America, and a variety of retail, service retail/commercial, medical, restaurant, and fast-food uses. The southern half of the property contains approximately 55% of floor area with a tenant mix of retail, service retail/commercial, restaurant, and fast-food uses. Existing major tenants on the southern half of the center include TJ Maxx, Ross Dress for Less, Cost Plus World Market, and Red Robin.

Philip M. Linscott, PE (1924-2000)
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Keil D. Maberry, PE

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Vehicular access to the Project site is currently provided via unsignalized driveways located along MacArthur Boulevard, Bristol Street, Sunflower Avenue, S. Plaza Drive, and Callen's Common. Signalized access is provided along Bristol Street at Callen's Common. ***Figure 1-1*** presents a vicinity map that illustrates the general location of the Project and surrounding street system. ***Figure 2-1*** is an existing aerial photograph of the Project site.

B. Project Description: The proposed Project, which will be contained in a Specific Plan, will include the development of up to 3,750 apartment units, 200-unit senior continuum care, 250 hotel rooms, and 350,000 SF retail/commercial. ***Table 2-1*** provides a summary of the existing land uses and proposed Project components**,** whereas ***Table 2-2*** presents the anticipated development that would occur with each of the Project's phases. ***Figure 2-2A*** and ***Figure 2-2B*** presents the conceptual site plan's ground floor and upper floor layout, respectively, provided by RCR Bristol LLC, dated May 7, 2022.

Figure 2-3 presents the conceptual site circulation plan, provided by RCR Bristol LLC, dated June 2, 2022. As shown in *Figure 2-3,* vehicular access to the Project site will be provided via five (5) unsignalized driveways along S. Plaza Drive, one (1) signalized driveway (Callen's Common) on S. Plaza Drive, two (2) unsignalized driveways along MacArthur Boulevard, three (3) unsignalized Driveways along Bristol Street, one (1) signalized driveway (Callen's Common) on Bristol Street, one (1) signalized driveway (Driveway C) on Bristol Street, and two (2) unsignalized driveways along Sunflower Avenue and one signalized driveway along Sunflower Avenue. *Figure 2-3* also includes proposed lane configuration and control type.

Pedestrian circulation for the proposed Project would be provided via existing and/or proposed relocation of public sidewalks along S. Plaza Drive, MacArthur Boulevard, Bristol Street, and Sunflower Avenue which will connect to the Project's internal network of landscaped paseos and pedestrian-friendly pathways (known as the "Green Link"), as illustrated in *Figure 2-3*.

The Project is expected to be completed in three phases. Completion of Phase 1 is anticipated by Year 2030 which is the southern half of the site, with Phase 2 completion by Year 2032 which is the northern half of the site adjacent to Bristol Street and Phase 3 completion by Year 2036 which is the northern half of the site adjacent to Plaza Drive. *Figure 2-2A* and *Figure 2-2B* identify the anticipated phasing of the Project.

C. Project Traffic Generation: The trip generation potential of the Existing Land Use and the proposed Project will be estimated using trip rates contained in the

11th Edition of *Trip Generation,* published by the Institute of Transportation Engineers (ITE), [Washington, D.C., 2021]. As shown in ***Table 5-1,*** ITE Land Use 221: Multifamily Family Housing (Mid-Rise), ITE Land Use 255: Continuing Care Retirement Community, ITE Land Use 310: Hotel, and ITE Land Use 820: Shopping Center trip rates will be used to forecast the trip generation potential of the Existing Land Use and proposed Project, respectively.

Table 5-2 identifies the existing trips generated by the site and compares it to the proposed Project by phase as identified in *Table 2-2*. A review of the upper portion of *Table 5-2* indicates that the Phase 1 portion of the Project will generates 4,167 "net" daily trips, with 545 "net" trips (157 inbound, 388 outbound) produced in the AM peak hour and 359 "net" trips (233 inbound, 126 outbound) produced in the PM peak hour on a "typical" weekday.

The middle portion of *Table 5-2* indicates that the proposed Phase 2 portion of the Project is forecast to generate 3,241 "net" daily trips, with 293 "net" trips (69 inbound, 224 outbound) produced in the AM peak hour and 271 "net" trips (164 inbound, 107 outbound) produced in the PM peak hour on a "typical" weekday.

The lower portion of *Table 5-2* indicates that the proposed Phase 3 portion of the Project is forecast to generate 80 fewer "net" daily trips, with 381 "net" trips (41 inbound, 340 outbound) produced in the AM peak hour and 58 "net" trips (79 inbound, -21 outbound) produced in the PM peak hour on a "typical" weekday.

The bottom of *Table 5-2* indicates that the proposed Project for Phases 1, 2 and 3 are forecast to generate 7,328 "net" daily trips, with 1,219 "net" trips (267 inbound, 952 outbound) produced in the AM peak hour and 688 "net" trips (476 inbound, 212 outbound) produced in the PM peak hour on a "typical" weekday.

Please note that trip generation for the proposed Project and the existing retail center includes adjustments for pass-by as recommended by ITE. The pass-by reduction factors are based on a review of available information published in the 11th Edition of *Trip Generation,* published by the Institute of Transportation Engineers (ITE), [Washington, D.C., 2021]. The proposed Project trip generation also includes adjustments for internal capture, consistent with the *Trip Generation Handbook, 3rd Edition,* published by ITE (September 2017), to account for internal interaction between the hotel, residential, and retail components of the Project. Additionally, a 5% non-auto trip reduction and a 5% TDM reduction was applied to the proposed Project to account for other modes of transportation (i.e. public transit, ride share, walking, biking, etc.).

D. Project Trip Distribution Pattern: See attached, ***Figures 5-1 through 5-4*** presents the Project Trip Distribution for residential, senior continued care, hotel and retail for Phase 1 construction, respectively. ***Figures 5-5 and 5-6*** presents the Project Trip Distribution for residential and retail for Phase 2 construction, respectively. ***Figures 5-7 and 5-8*** presents the Project Trip Distribution for residential and retail for Phase 3 construction, respectively. Project traffic both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- location of site access points in relation to the surrounding street system,
- the site's proximity to major traffic carriers and regional access routes,
- physical characteristics of the circulation system such as lane channelization and presence of traffic signals that affect travel patterns,
- presence of traffic congestion in the surrounding vicinity,
- ingress/egress availability at the project site and turn restrictions at the Project driveways, if any, and
- input from City staff.

Figures 5-9 and ***5-10*** presents the Project only volumes for the Phase 1 component of the Project. The traffic volume assignments presented in *Figures 5-9* and *5-10* reflect the traffic distribution characteristics shown in *Figures 5-1 through 5-4* and the traffic generation forecast of the proposed Project presented in Row [B] of *Table 5-2.*

Figures 5-11 and ***5-12*** presents the Project only volumes for the Phase 1 and 2 components of the Project. The traffic volume assignments presented in *Figures 5-11* and *5-12* reflect the traffic distribution characteristics shown in *Figures 5-1 through 5-6* and the traffic generation forecast of the proposed Project presented in Rows [B] and [E] of *Table 5-2.*

Figures 5-13 and ***5-14*** presents the Project only volumes for the Phase 1, 2 and 3 components of the Project. The traffic volume assignments presented in *Figures 5-13* and *5-14* reflect the traffic distribution characteristics shown in *Figures 5-1 through 5-8* and the traffic generation forecast of the proposed Project presented in Rows [B], [E] and [H] of *Table 5-2.*

E. Traffic Study Locations: Subject to confirmation by City staff, the following forty-one (41) key study intersections and forty-three (43) roadway segments represent a potential list of study locations. *Figure 1-1* identifies the study locations.

Key Study Intersections

1. Fairview Street at Segerstrom Avenue (Santa Ana)
2. Bear Street at Segerstrom Avenue (Santa Ana)
3. Bristol Street at Segerstrom Avenue (Santa Ana)
4. Flower Street at Segerstrom Avenue/Dyer Road (Santa Ana)
5. Main Street at Dyer Road (Santa Ana)
6. Fairview Street at MacArthur Boulevard (Santa Ana)
7. Bear Street at MacArthur Boulevard (Santa Ana)
8. S. Plaza Drive at MacArthur Boulevard (Santa Ana)
9. Bristol Street at MacArthur Boulevard (Santa Ana)
10. Flower Street at MacArthur Boulevard (Santa Ana)
11. Main Street at MacArthur Boulevard (Santa Ana)
12. SR-55 SB Ramps at MacArthur Boulevard (Santa Ana/Caltrans)
13. SR-55 NB Ramps at MacArthur Boulevard (Irvine/Caltrans)
14. S. Plaza Drive at Callen’s Common (Santa Ana)
15. Bristol Street at Callen’s Common (Santa Ana)
16. Fairview Road at Sunflower Avenue (Santa Ana/Costa Mesa)
17. Bear Street at Sunflower Avenue (Santa Ana/Costa Mesa)
18. S. Plaza Drive at Sunflower Avenue (Santa Ana/Costa Mesa)
19. Project Driveway at Sunflower Avenue (Santa Ana/Costa Mesa)
20. Bristol Street at Sunflower Avenue (Santa Ana/Costa Mesa)
21. Flower Street/Sakioka Drive at Sunflower Avenue (Santa Ana/Costa Mesa)
22. Main Street at Sunflower Avenue (Santa Ana/Costa Mesa)
23. Red Hill Avenue at Main Street (Irvine)
24. Fairview Road at S. Coast Drive (Costa Mesa)
25. I-405 NB Off-Ramp at S. Coast Drive (Costa Mesa/Caltrans)
26. Bear Street at S. Coast Drive (Costa Mesa)
27. Bristol Street at Anton Boulevard (Costa Mesa)
28. Fairview Road at I-405 NB Ramps (Costa Mesa/Caltrans)
29. Fairview Road at I-405 SB Ramps (Costa Mesa/Caltrans)
30. Bristol Street at I-405 NB Ramps (Costa Mesa/Caltrans)
31. Bristol Street at I-405 SB Ramps (Costa Mesa/Caltrans)
32. Bear Street at Paularino Avenue (Costa Mesa)
33. Bristol Street at Paularino Avenue (Costa Mesa)
34. Fairview Road at Baker Street (Costa Mesa)
35. Bear Street at Baker Street (Costa Mesa)
36. Bristol Street at Baker Street (Costa Mesa)
37. Bear Street at SR-73 NB Ramps (Costa Mesa/Caltrans)
38. Bear Street at SR-73 SB Ramps (Costa Mesa/Caltrans)
39. Spruce Street at Segerstrom Avenue (Santa Ana)
40. Bristol Street at Newport Avenue (SB) (Costa Mesa)
41. Bristol Street at Newport Avenue (NB) (Costa Mesa)

<u>Key Roadway Segments</u>

A. Fairview Street, between Segerstrom Avenue and MacArthur Boulevard (Santa Ana)
B. Fairview Street, between MacArthur Boulevard and Sunflower Avenue (Santa Ana)
C. Fairview Street, between Sunflower Avenue and S. Coast Drive (Costa Mesa)
D. Fairview Street, between S. Coast Drive and I-405 NB Ramps (Costa Mesa)
E. Fairview Street, between I-405 NB Ramps and I-405 SB Ramps (Costa Mesa/Caltrans)
F. Fairview Street, between I-405 SB Ramps and Baker Street (Costa Mesa)
G. Bear Street, between Segerstrom Avenue and MacArthur Boulevard (Santa Ana)

H. Bear Street, between MacArthur Boulevard and Sunflower Avenue (Santa Ana/Costa Mesa)
I. Bear Street, between Sunflower Avenue and S. Coast Drive (Costa Mesa)
J. Bear Street, between S. Coast Drive and Paularino Avenue (Costa Mesa)
K. Bear Street, between Paularino Avenue and Baker Street (Costa Mesa)
L. S. Plaza Drive, between MacArthur Boulevard and Callen's Common (Santa Ana)
M. S. Plaza Drive, between Callen's Common and Sunflower Avenue (Santa Ana)
N. Bristol Street, between Segerstrom Avenue and MacArthur Boulevard (Santa Ana)
O. Bristol Street, between MacArthur Boulevard and Callen's Common (Santa Ana)
P. Bristol Street, between Callen's Common and Sunflower Avenue (Santa Ana)
Q. Bristol Street, between Sunflower Avenue and Anton Boulevard (Costa Mesa)
R. Bristol Street, between Anton Boulevard and I-405 NB Ramps (Costa Mesa)
S. Bristol Street, between I-405 NB Ramps and I-405 SB Ramps (Costa Mesa/Caltrans)
T. Bristol Street, between I-405 SB Ramps and Paularino Avenue (Costa Mesa)
U. Bristol Street, between Paularino Avenue and Baker Street (Costa Mesa)
V. Flower Street, between Dyer Road and MacArthur Boulevard (Santa Ana)
W. Flower Street, between MacArthur Boulevard and Sunflower Avenue (Santa Ana)
X. Main Street, between Dyer Road and MacArthur Boulevard (Santa Ana)
Y. Main Street, between MacArthur Boulevard and Sunflower Avenue (Santa Ana)
Z. Main Street, between Sunflower Avenue and Red Hill Avenue (Santa Ana/Irvine)
AA. Segerstrom Avenue, between Fairview Street and Bear Street (Santa Ana)
BB. Segerstrom Avenue, between Bear Street and Bristol Street (Santa Ana)
CC. Segerstrom Avenue, between Bristol Street and Flower Street (Santa Ana)
DD. Dyer Road, between Flower Street and Main Street (Santa Ana)
EE. MacArthur Boulevard, between Fairview Street and Bear Street (Santa Ana)
FF. MacArthur Boulevard, between Bear Street and S. Plaza Drive (Santa Ana)
GG. MacArthur Boulevard, between S. Plaza Drive and Bristol Street (Santa Ana)
HH. MacArthur Boulevard, between Bristol Street and Flower Street (Santa Ana)
II. MacArthur Boulevard, between Flower Street and Main Street (Santa Ana)
JJ. MacArthur Boulevard, between Main Street and SR-55 SB Ramps (Santa Ana)
KK. MacArthur Boulevard, between SR-55 SB Ramps and SR-55 NB Ramps (Santa Ana/Irvine/Caltrans)
LL. Sunflower Avenue, between Fairview Street and Bear Street (Santa Ana/Costa Mesa)
MM. Sunflower Avenue, between Bear Street and S. Plaza Drive (Santa Ana/Costa Mesa)
NN. Sunflower Avenue, between S. Plaza Drive and Bristol Street (Santa Ana/Costa Mesa)
OO. Sunflower Avenue, between Bristol Street and Flower Street (Santa Ana/Costa Mesa)
PP. Sunflower Avenue, between Bristol Street and Flower Street (Santa Ana/Costa Mesa)
QQ. Bristol Street, south of Baker Street (Costa Mesa)

F. **Traffic Counts:** Existing (Year 2022) AM and PM peak hour traffic counts were collected in May, September, October, and November 2022 at all forty-one (41) study intersections. Existing (Year 2022) ADT traffic counts at the forty-three (43) roadway segments were collected in September and October 2022.

Due to the COVID-19 virus, traffic patterns have changed and are generally lower than pre-COVID-19 conditions. As such, to establish "baseline" traffic conditions pre-COVID-19, LLG will research historic data within the study area. Given the availability of historic data, a factor will be developed to establish the change in traffic counts. This factor will be applied to the Year 2022 COVID-19 counts to represent pre-COVID-19 conditions. The traffic counts will also be grown by 0.5% per year to create Year 2022 baseline conditions.

G. Near-Term Cumulative Background Traffic:

- Phase 1 Project Completion Year: 2030
- Phase 2 Project Completion Year: 2032
- Phase 3 Project Completion Year: 2036
- Ambient Growth Rate: 1% per year
- Cumulative Projects: Planned and/or approved projects within the vicinity of the Project site that may contribute traffic to the Project study area will be researched at the City of Santa Ana and adjacent jurisdictions (i.e. Costa Mesa, Tustin and Irvine) and confirm with City staff.
- As an alternative approach, near-term Year 2030, 2032 and 2036 forecasting would be developed by interpolating between the existing traffic volumes (Year 2022) and buildout traffic volumes (Year 2045 Buildout traffic volume forecast), subject to confirmation from the City.

H. Long-Term Buildout Traffic:

Long-Term traffic volumes forecasts will be developed based on buildout traffic volume projections using OCTAM 5.0. As such, LLG will prepare, using the OCTAM 5.0 approved computer traffic model, complete model runs for baseline conditions, and buildout conditions for the AM and PM peak periods and daily traffic conditions.

Forecast future buildout traffic volumes using the following methodology:

a. Peak period traffic volumes will be converted to peak hour (i.e., one-hour) traffic volumes using a conversion factor of 0.38 for the AM peak hour and 0.28 for the PM peak hour;
b. Calculate the difference between the baseline and buildout peak period traffic volumes and convert to AM and PM peak hour (i.e., one-hour) link traffic volumes;
c. Link traffic volumes (i.e., two-way directional traffic volumes on each roadway segment) will be post-processed using the “b-turns” program and the relationship of the base year validation model run output to the base year "ground" traffic counts to develop buildout AM and PM peak hour traffic volumes.

I. Analysis Scenarios: Prepare AM peak hour, PM peak hour, and daily Level of Service (LOS) calculations at up to 41 study intersections, plus the Project driveways, and 43 roadway segments to determine the potential impacts of the proposed Project. The following traffic scenarios will be prepared.

1. Existing Traffic Conditions;
2. Existing Plus Project (Phase 1) Traffic Conditions;
3. Scenario (2) with recommended improvements, if necessary;
4. Existing Plus Project (Phase 1 Plus 2) Traffic Conditions;
5. Scenario (4) with recommended improvements, if necessary;
6. Existing Plus Project (Phase 1, 2 Plus 3) Traffic Conditions;
7. Scenario (6) with recommended improvements, if necessary;
8. Near-Term (Year 2030) Background Traffic Conditions (Existing plus Ambient Growth plus Related Projects);
9. Near-Term (Year 2030) Background Plus Project (Phase 1) Traffic Conditions;
10. Scenario (9) with recommended improvements, if necessary;
11. Near-Term (Year 2032) Background Traffic Conditions (Existing plus Ambient Growth plus Related Projects);
12. Near-Term (Year 2032) Background Plus Project (Phase 1 Plus 2) Traffic Conditions;
13. Scenario (12) with recommended improvements, if necessary;
14. Near-Term (Year 2036) Background Traffic Conditions (Existing plus Ambient Growth plus Related Projects);
15. Near-Term (Year 2036) Background Plus Project (Phase 1, 2 Plus 3) Traffic Conditions;
16. Scenario (15) with recommended improvements, if necessary;
17. Long-Term (Year 2045) Buildout Traffic Conditions;
18. Long-Term (Year 2045) Buildout Plus Project (Phase 1, 2 Plus 3) Traffic Conditions; and
19. Scenario (18) with recommended improvements, if necessary.

The LOS calculations will be based on the Intersection Capacity Utilization (ICU) methodology for signalized intersections and the Highway Capacity Manual (HCM) methodology for unsignalized intersections. The LOS calculations for roadway segments will be based on the Volume to Capacity (V/C) Ratio methodology. The Project's potential impacts will be based on the City of Santa Ana, Costa Mesa and/or Irvine significant impact criteria and Orange County CMP requirements.

The key study intersections at the I-405 Freeway, SR-55 Freeway and SR-73 will also be evaluated using the HCM signalized methodology per Caltrans requirements.

J. Other Issues:

- Evaluate Site Access and Internal Circulation. Assess operations of the project driveways on S. Plaza Drive, MacArthur Boulevard, Bristol Street, and Sunflower Avenue. Investigate the adequacy of site access and internal circulation, particularly with respect to vehicular queues at driveways, required stacking distance and potential impacts upon on-street traffic. Ensure that all access locations will provide safe egress and ingress including adequate sight distance in all directions,
- Run truck turning templates along internal roadways and intersections consisting of SU-30, trash truck and fire truck. At the service entrance to the grocery store run WB-50 and WB-67 truck templates to validate adequacy of truck movements.
- Identify measures to mitigate the impact of project traffic including roadway and intersection widening, traffic signals installation & modification signing, localized street improvement striping/channelization, raised curb median modification or new construction, and all other improvements to provide acceptable LOS,
- Conduct a queueing assessment for the I-405, SR-55 and SR-73 Off-Ramps at key study intersections,
- Prepare a standalone VMT screening analysis and summarize findings in memorandum format. Per the City of Santa Ana TIA Guidelines, the following criteria would apply to the Project given it is located within a Transit Priority Area (TPA). The secondary screening step includes verifications of the proposed Project's consistency with the RTP/SCS using two methods. It can be screened out if one of below conditions apply:
  - From a land-use review:
    - If the proposed land uses are already included in the RTP/SCS.
  - From a VMT/SP perspective:
    - If the resulting land use decreases the VMT/SP in the TAZ compared to the RTP/SCS assumption.

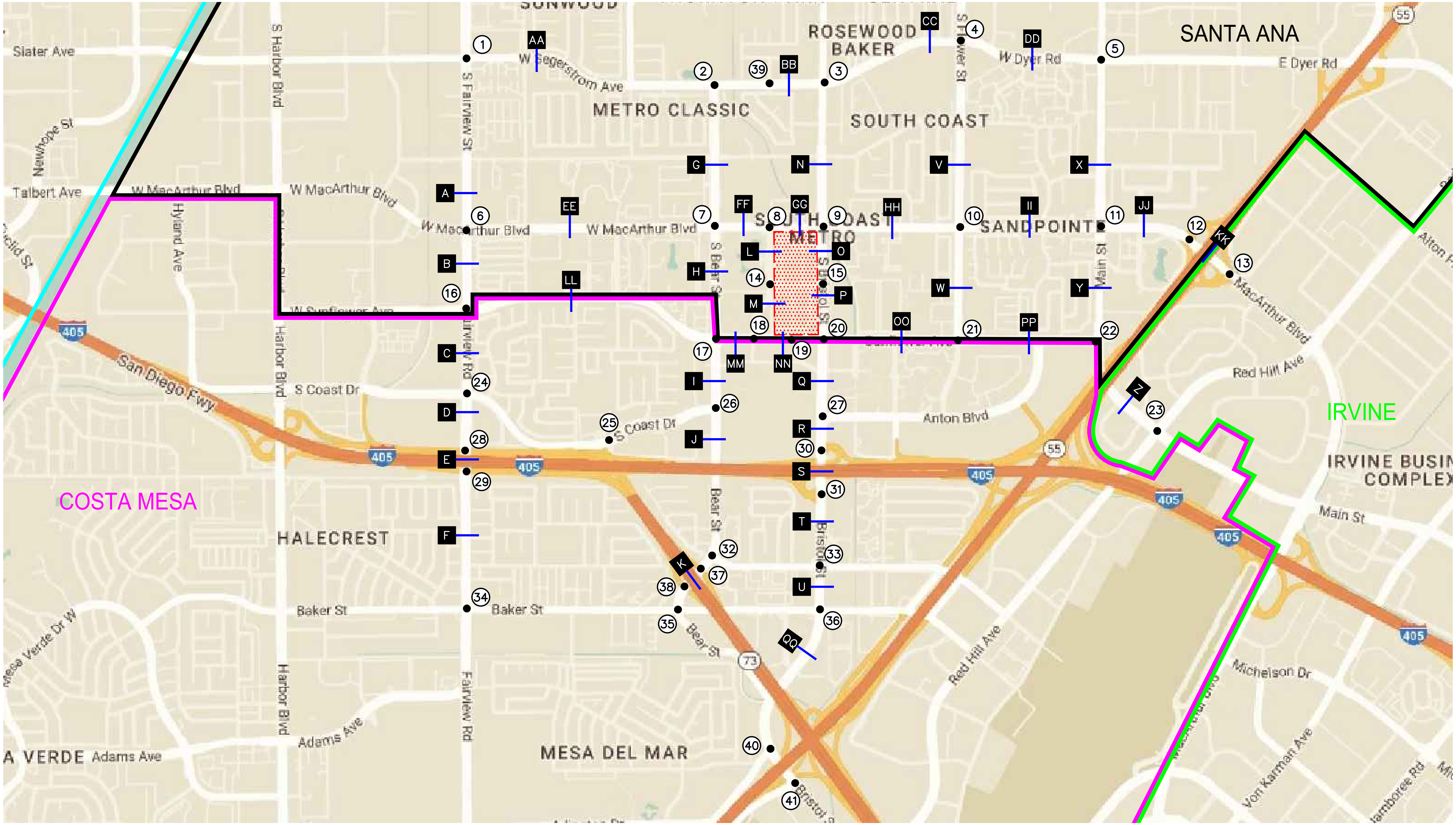
We appreciate the opportunity to provide this scope of work. Should you have any questions, please call us at (949)825-6175. Thank you.

Approved by:

City of Santa Ana

Date

Attachments



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SOURCE: GOOGLE

KEY

(#)	= STUDY INTERSECTION
■ #	= STUDY ROADWAY SEGMENT
▨	= PROJECT SITE

FIGURE 1–1

VICINITY MAP

RELATED BRISTOL, SANTA ANA

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FIGURE 2-1

EXISTING SITE AERIAL

RELATED BRISTOL, SANTA ANA

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SOURCE: RCR BRISTOL LLC

KEY
▢ = PHASE 1
▢ = PHASE 2
▢ = PHASE 3

FIGURE 2–2A

PROPOSED SITE PLAN–GROUND FLOOR
RELATED BRISTOL, SANTA ANA

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SOURCE: RCR BRISTOL LLC

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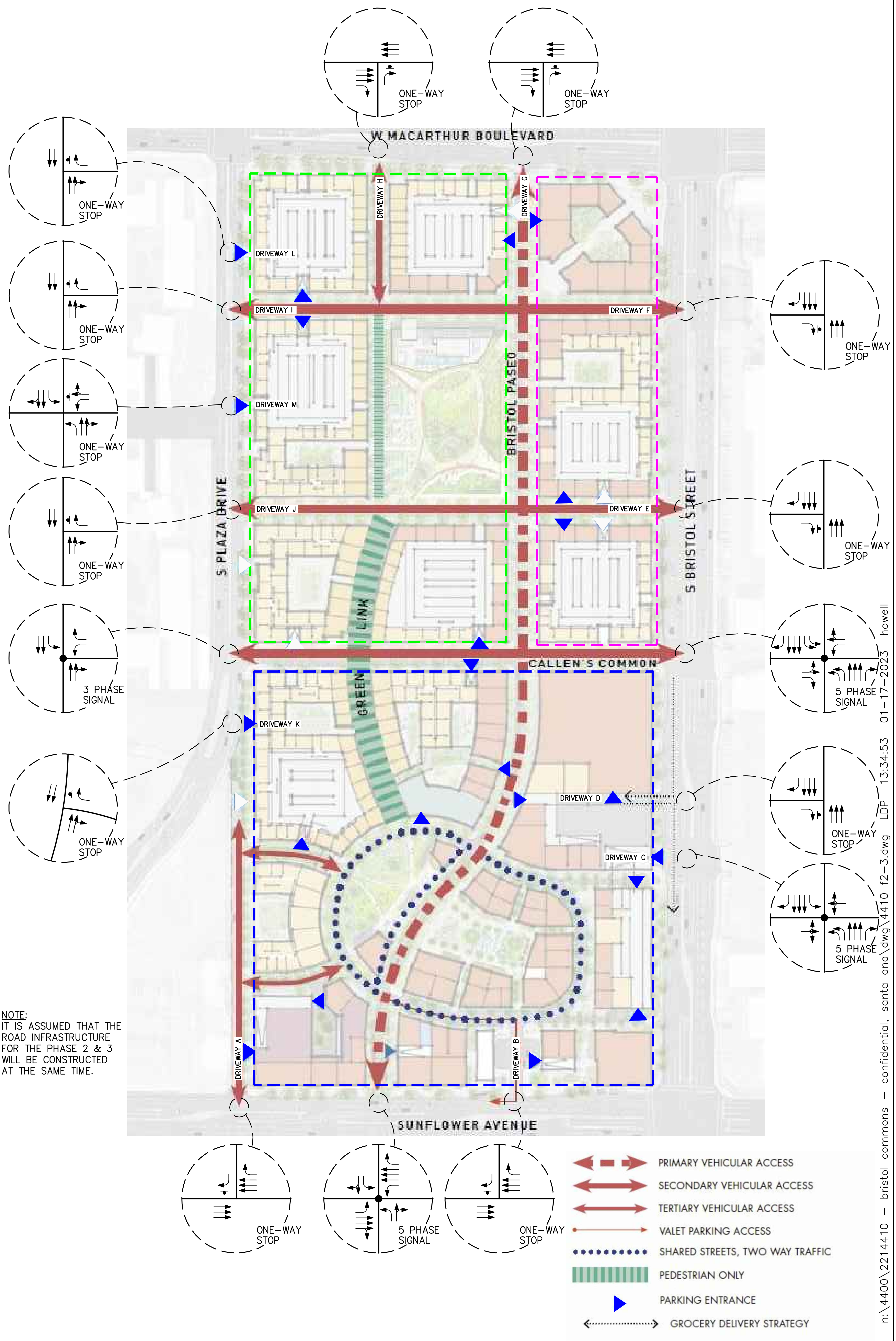
▭ = PHASE 1
▭ = PHASE 2
▭ = PHASE 3

FIGURE 2-2B

PROPOSED SITE PLAN–UPPER FLOOR

RELATED BRISTOL, SANTA ANA



NOTE:
IT IS ASSUMED THAT THE ROAD INFRASTRUCTURE FOR THE PHASE 2 & 3 WILL BE CONSTRUCTED AT THE SAME TIME.

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SOURCE: RCR BRISTOL LLC

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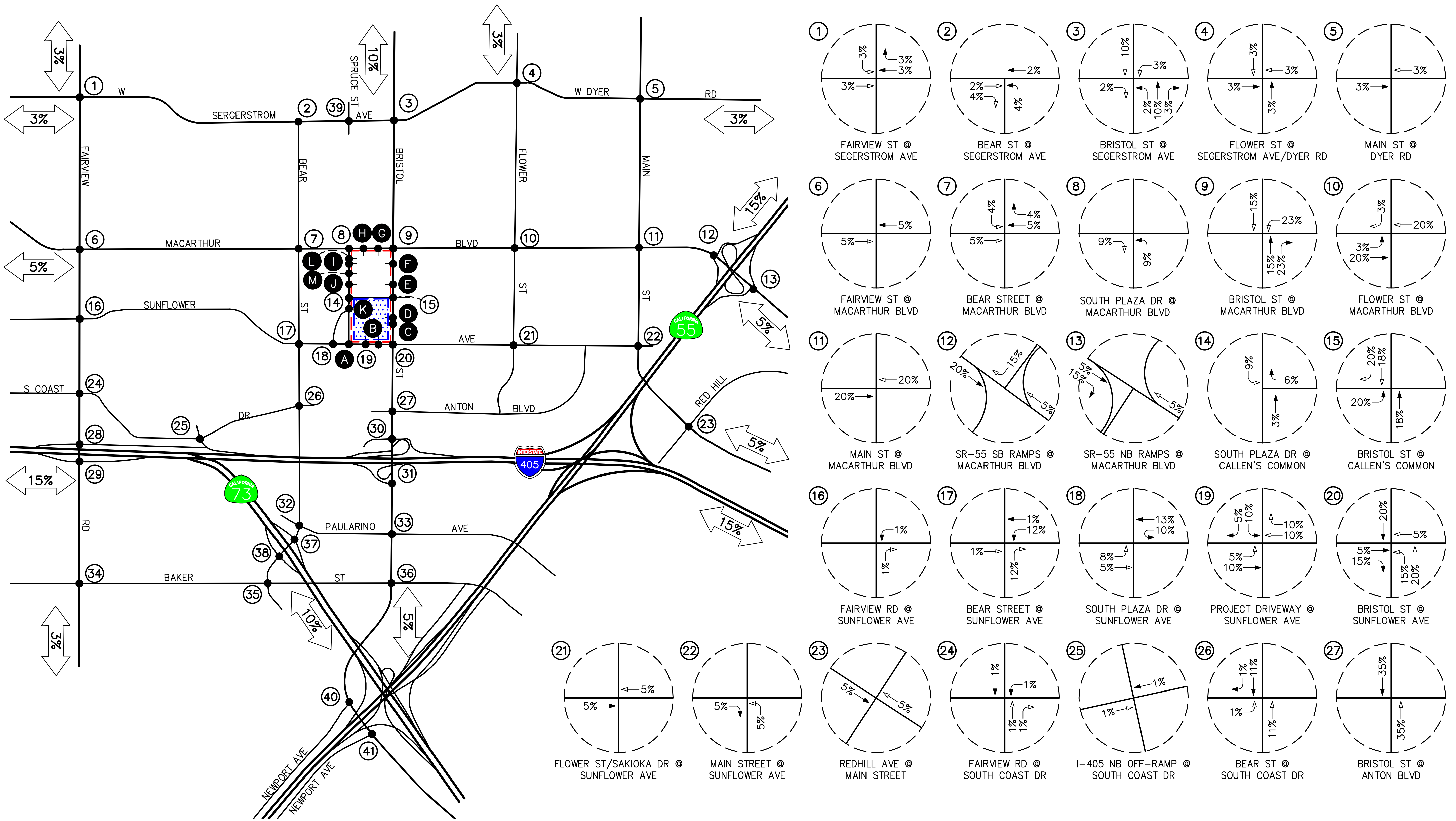
- ☐ = PHASE 1
- ☐ = PHASE 2
- ☐ = PHASE 3

FIGURE 2-3

PROPOSED SITE CIRCULATION PLAN
RELATED BRISTOL, SANTA ANA



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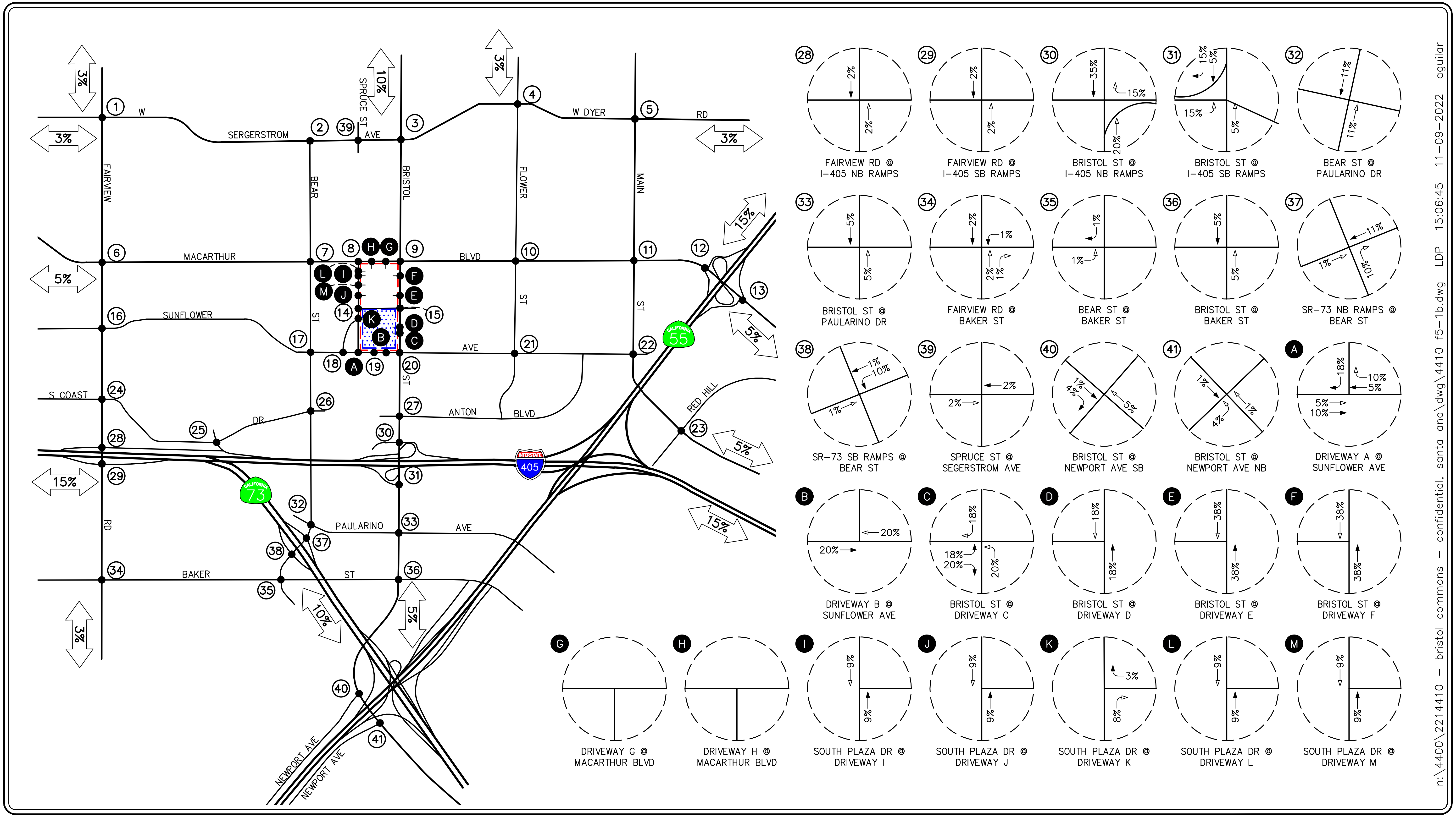
KEY
= STUDY INTERSECTION
⬚ = PROJECT SITE
▨ = PHASE 1
⇽ = INBOUND PERCENTAGE
← = OUTBOUND PERCENTAGE

FIGURE 5-1A

PROJECT TRAFFIC DISTRIBUTION PATTERN – RESIDENTIAL PHASE 1

RELATED BRISTOL, SANTA ANA



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N NO SCALE

KEY

- ⑪ = STUDY INTERSECTION
- ▭ = PROJECT SITE
- ▨ = PHASE 1
- ⟵ = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE

FIGURE 5-1B

PROJECT TRAFFIC DISTRIBUTION PATTERN – RESIDENTIAL PHASE 1

RELATED BRISTOL, SANTA ANA

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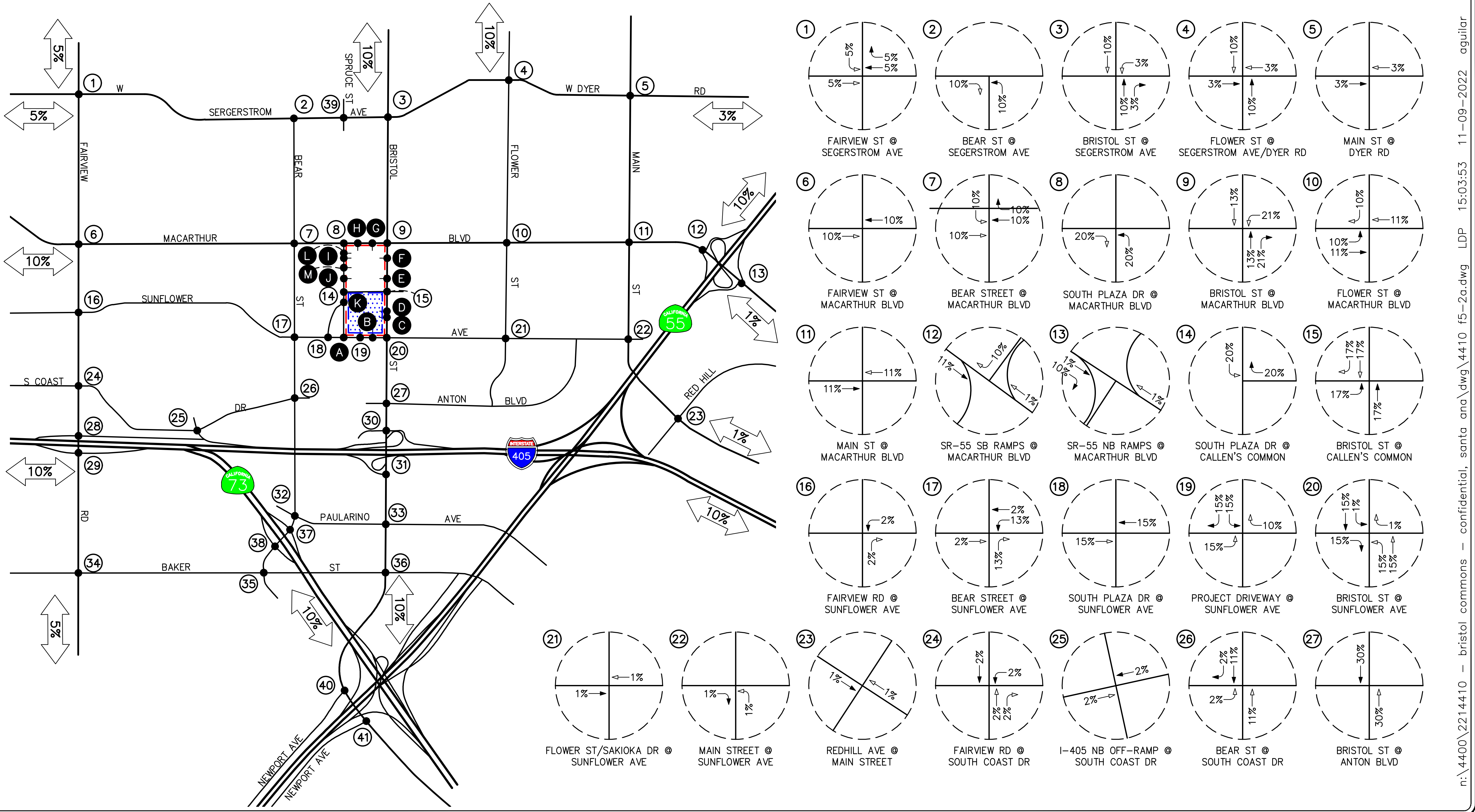

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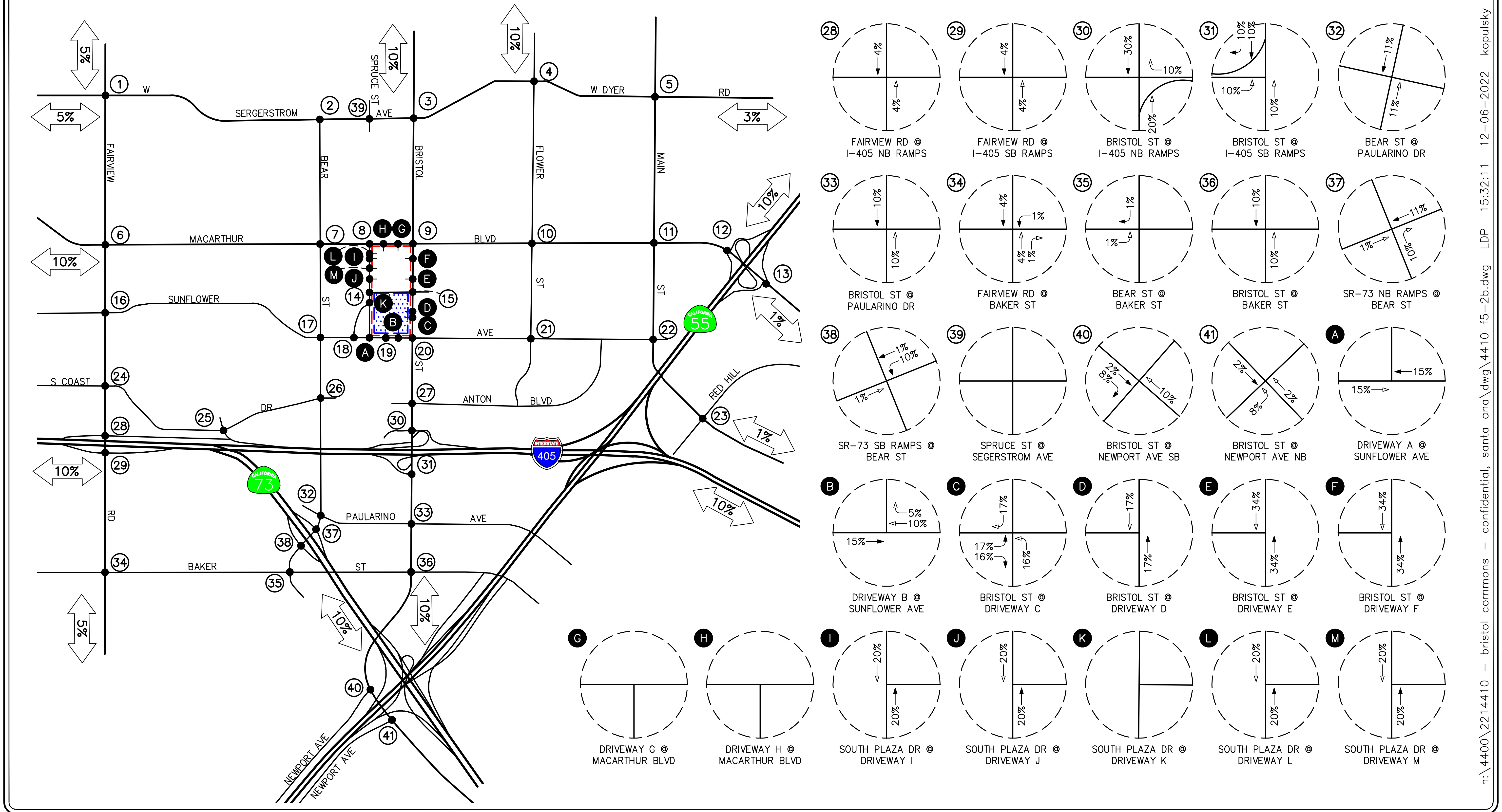
KEY

- ⓘ = STUDY INTERSECTION
- ▭ = PROJECT SITE
- ▨ = PHASE 1
- ← = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE

FIGURE 5-2A

PROJECT TRAFFIC DISTRIBUTION PATTERN – SENIOR ASSISTED LIVING PHASE 1

RELATED BRISTOL, SANTA ANA



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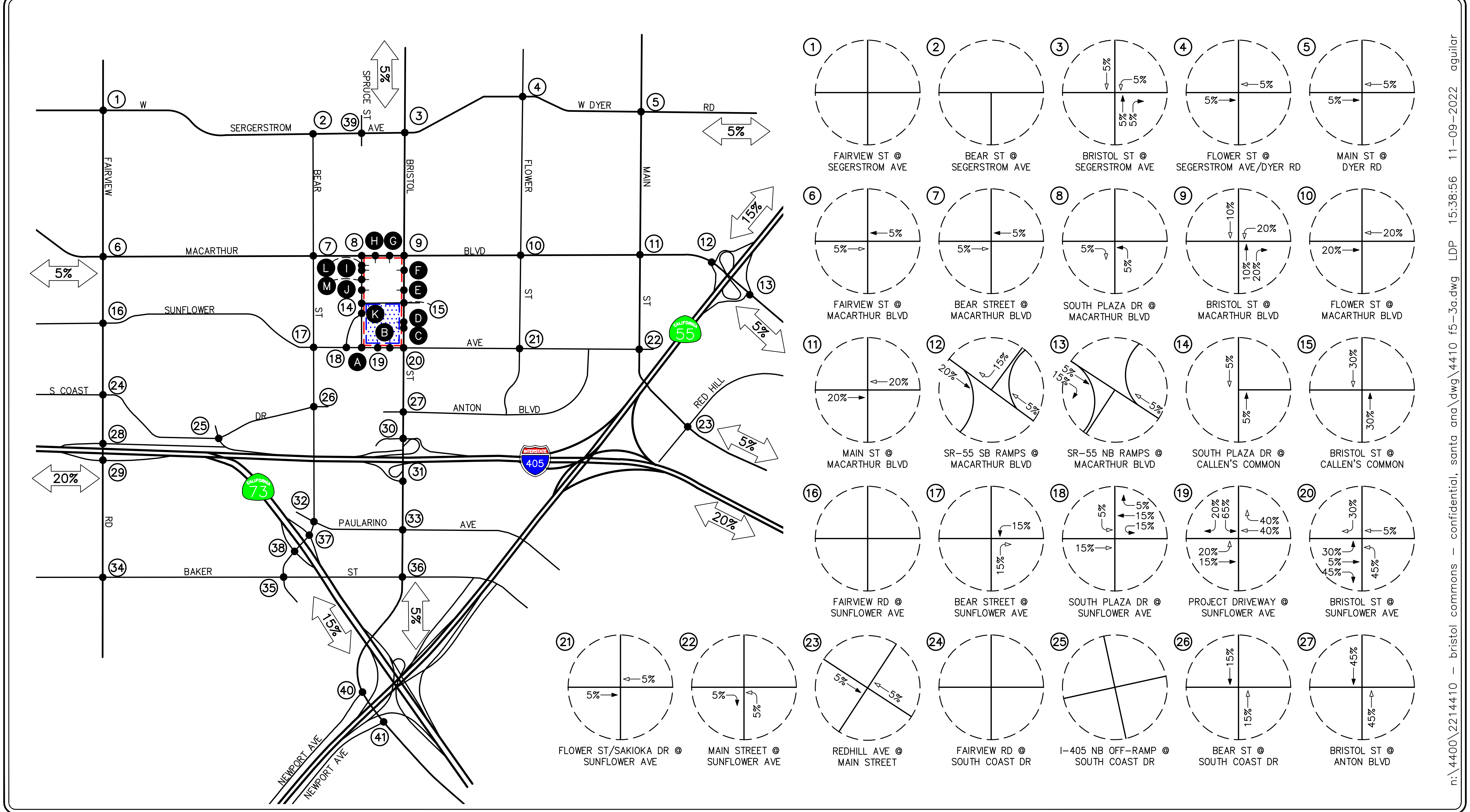
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE
= PHASE 1
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE

FIGURE 5–2B

PROJECT TRAFFIC DISTRIBUTION PATTERN – SENIOR ASSISTED LIVING PHASE 1

RELATED BRISTOL, SANTA ANA



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KEY

- ⑭ = STUDY INTERSECTION
- 🟥 = PROJECT SITE
- ▨ = PHASE 1
- ⇠ = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE

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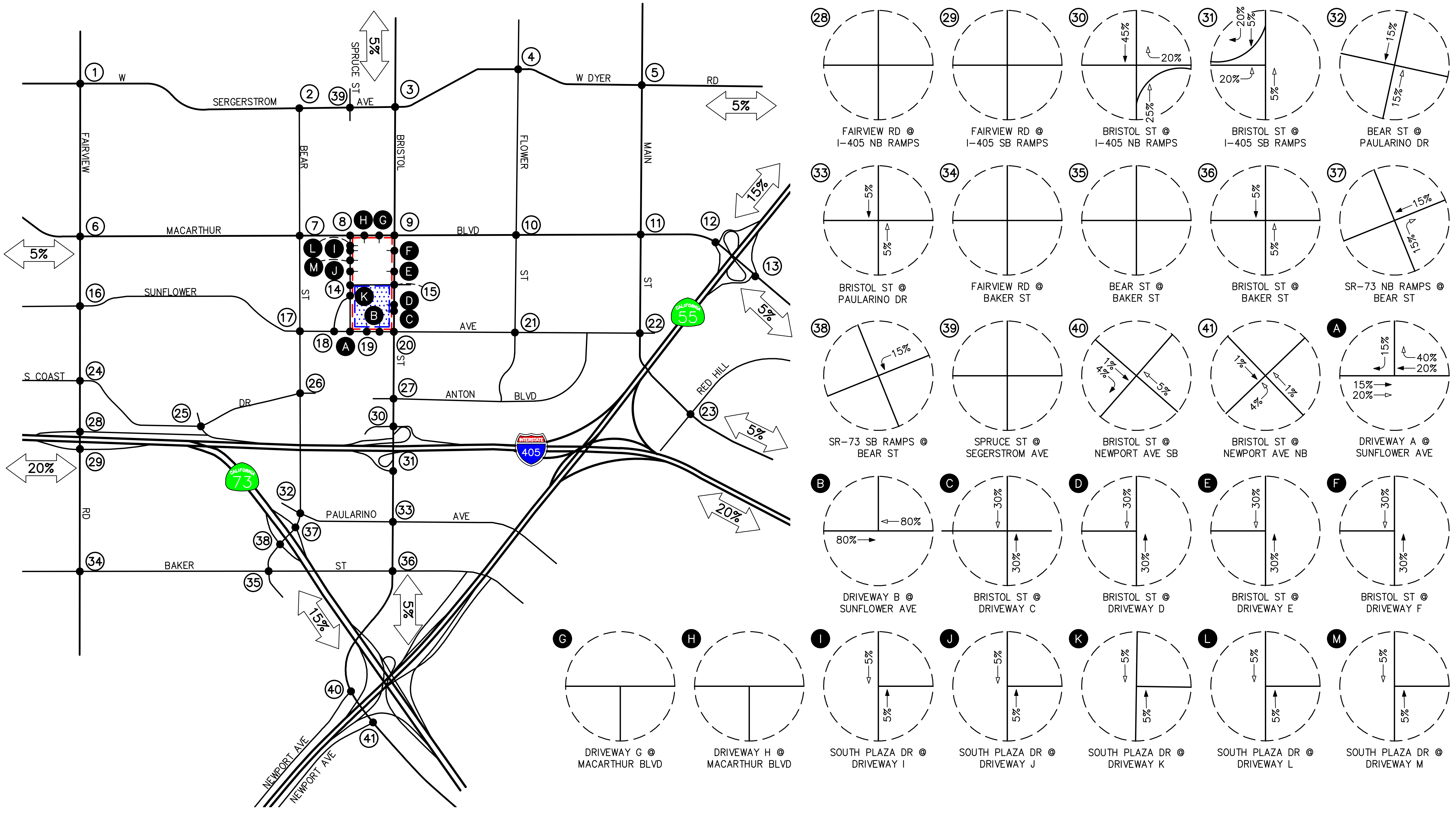
N NO SCALE

FIGURE 5–3A

PROJECT TRAFFIC DISTRIBUTION PATTERN – HOTEL PHASE 1

RELATED BRISTOL, SANTA ANA



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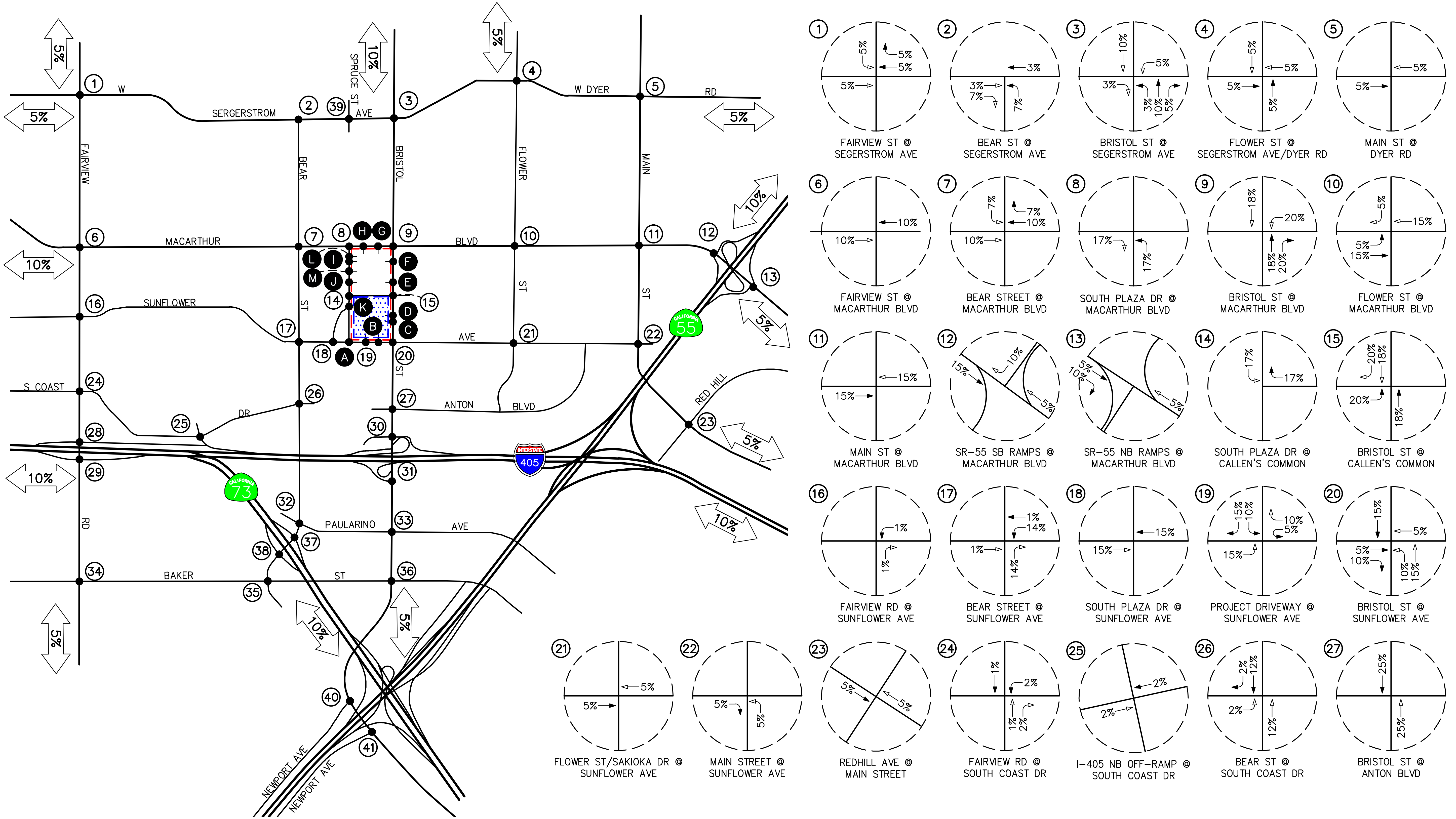
N
NO SCALE

KEY
= STUDY INTERSECTION
= PROJECT SITE
= PHASE 1
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE

FIGURE 5-3B

PROJECT TRAFFIC DISTRIBUTION PATTERN – HOTEL PHASE 1

RELATED BRISTOL, SANTA ANA



KEY
- ⑧ = STUDY INTERSECTION
- 🟥 = PROJECT SITE
- ▨ = PHASE 1
- ⇠ = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE

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N NO SCALE

FIGURE 5–4A

PROJECT TRAFFIC DISTRIBUTION PATTERN – RETAIL PHASE 1

RELATED BRISTOL, SANTA ANA

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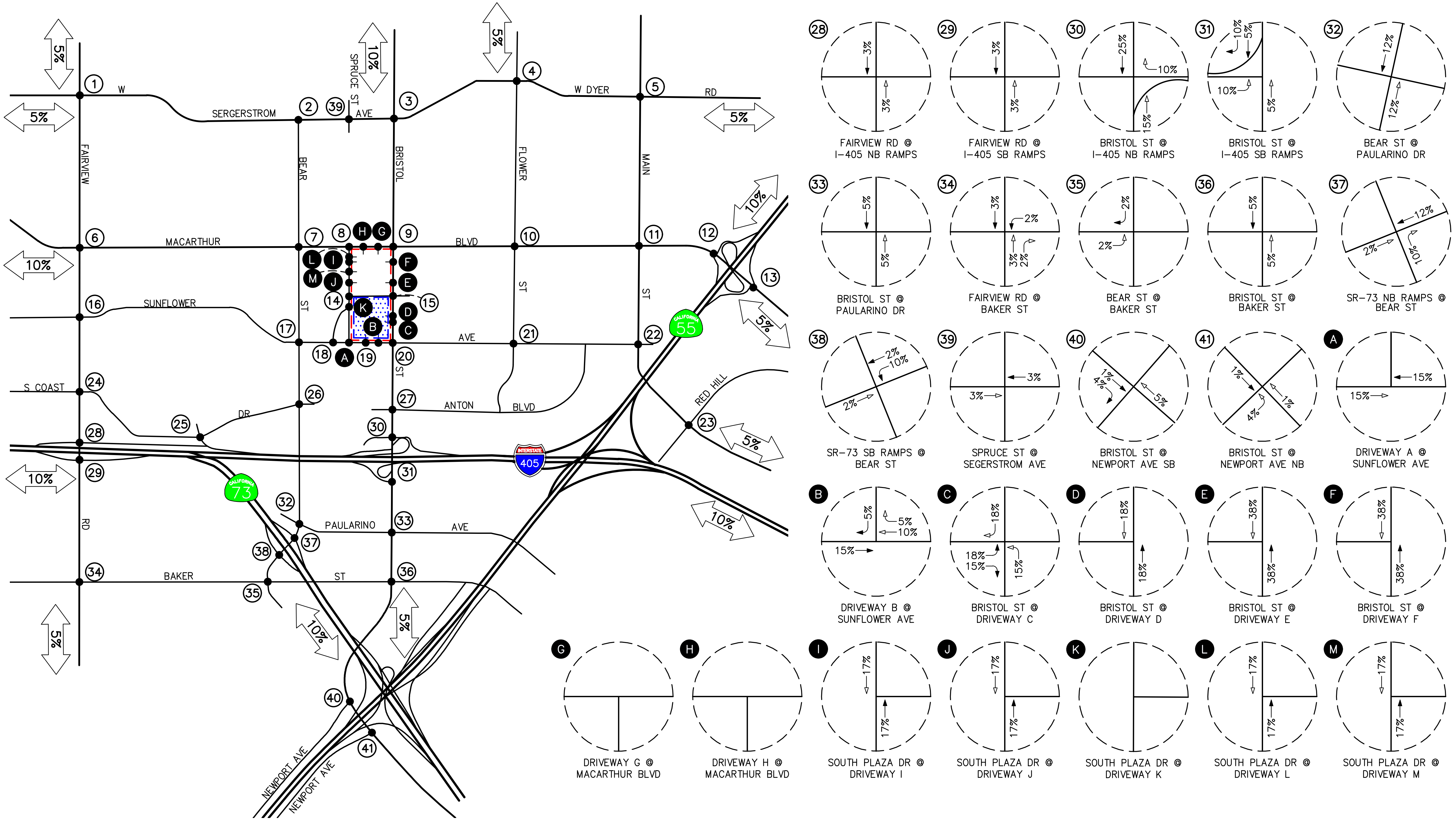

n:\4400\2214410 – bristol commons – confidential, santa ana\dwg\4410 f5-4b.dwg LDP 14:07:26 11-10-2022 howell

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NO SCALE

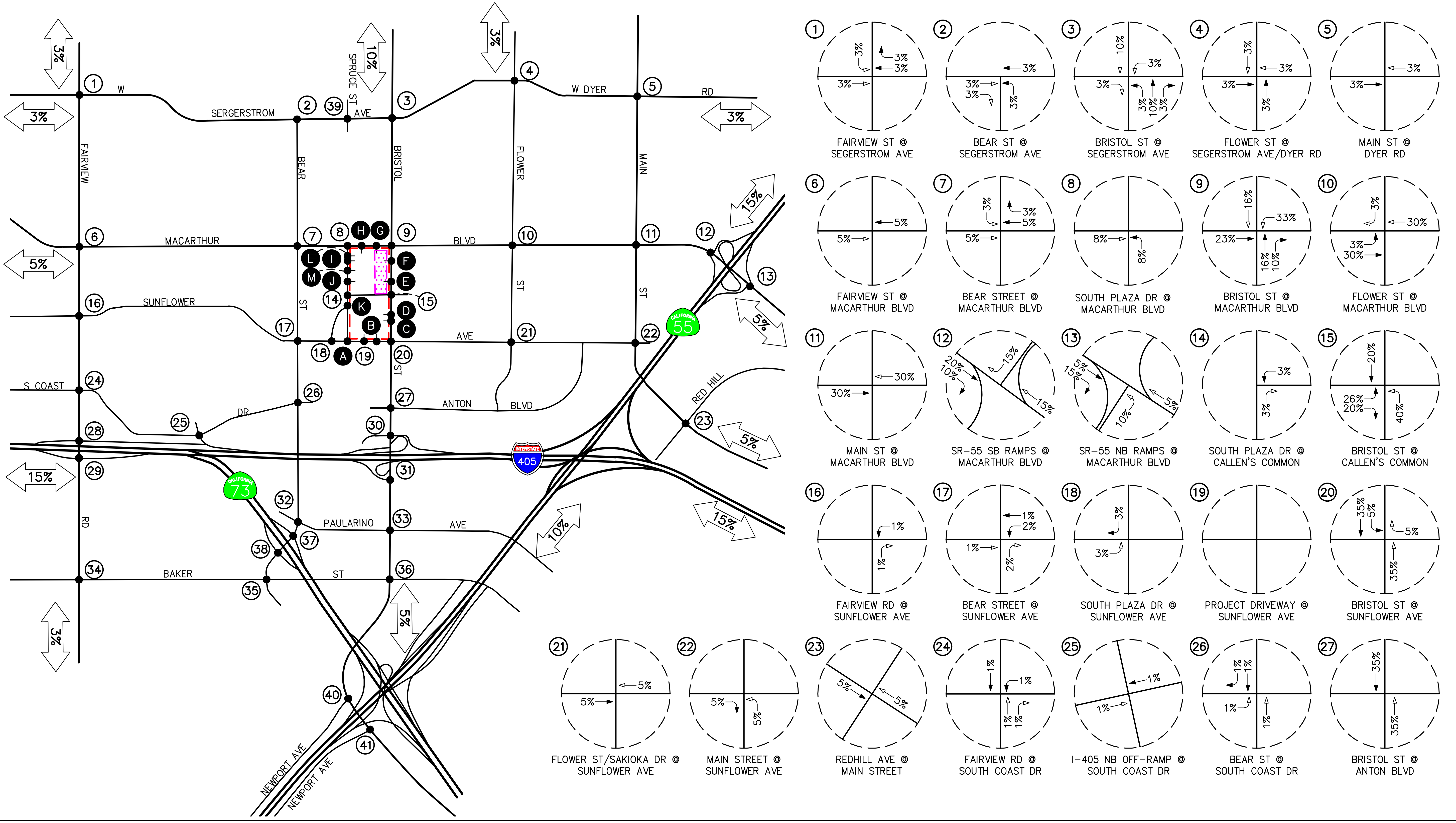
KEY

- ㉃ = STUDY INTERSECTION
- 🟥 = PROJECT SITE
- ▨ = PHASE 1
- ⇠ = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE

FIGURE 5–4B

PROJECT DISTRIBUTION PATTERN – RETAIL PHASE 1

RELATED BRISTOL, SANTA ANA



n:\4400\2214410 – bristol commons – confidential, santa ana\dwg\4410 f5-5a.dwg LDP 14:14:10 11-10-2022 howell

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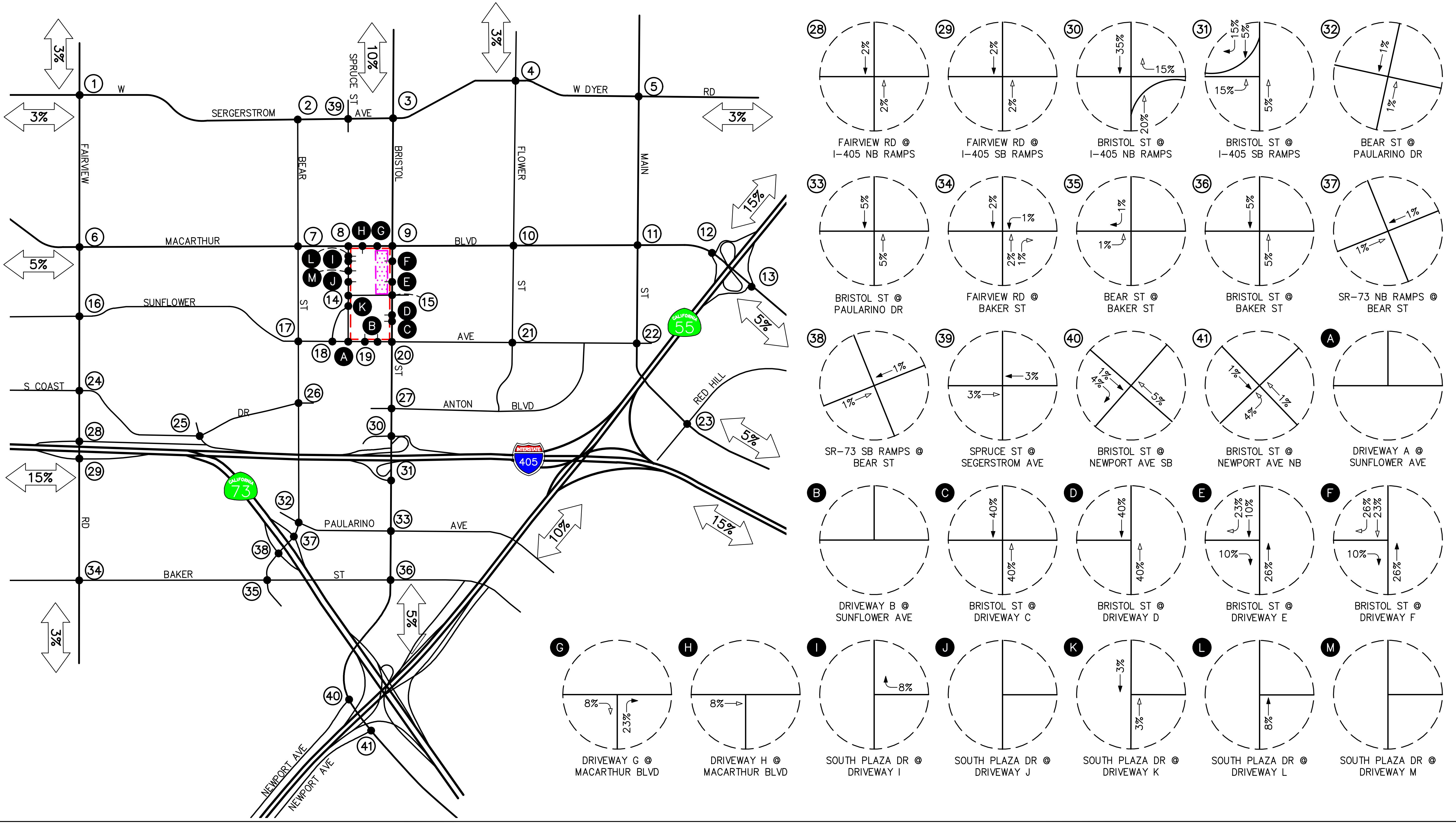
N
NO SCALE

KEY
(#) = STUDY INTERSECTION
▭ = PROJECT SITE
▨ = PHASE 2
⇠ = INBOUND PERCENTAGE
← = OUTBOUND PERCENTAGE

FIGURE 5-5A

PROJECT TRAFFIC DISTRIBUTION PATTERN – RESIDENTIAL PHASE 2

RELATED BRISTOL, SANTA ANA



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N
NO SCALE

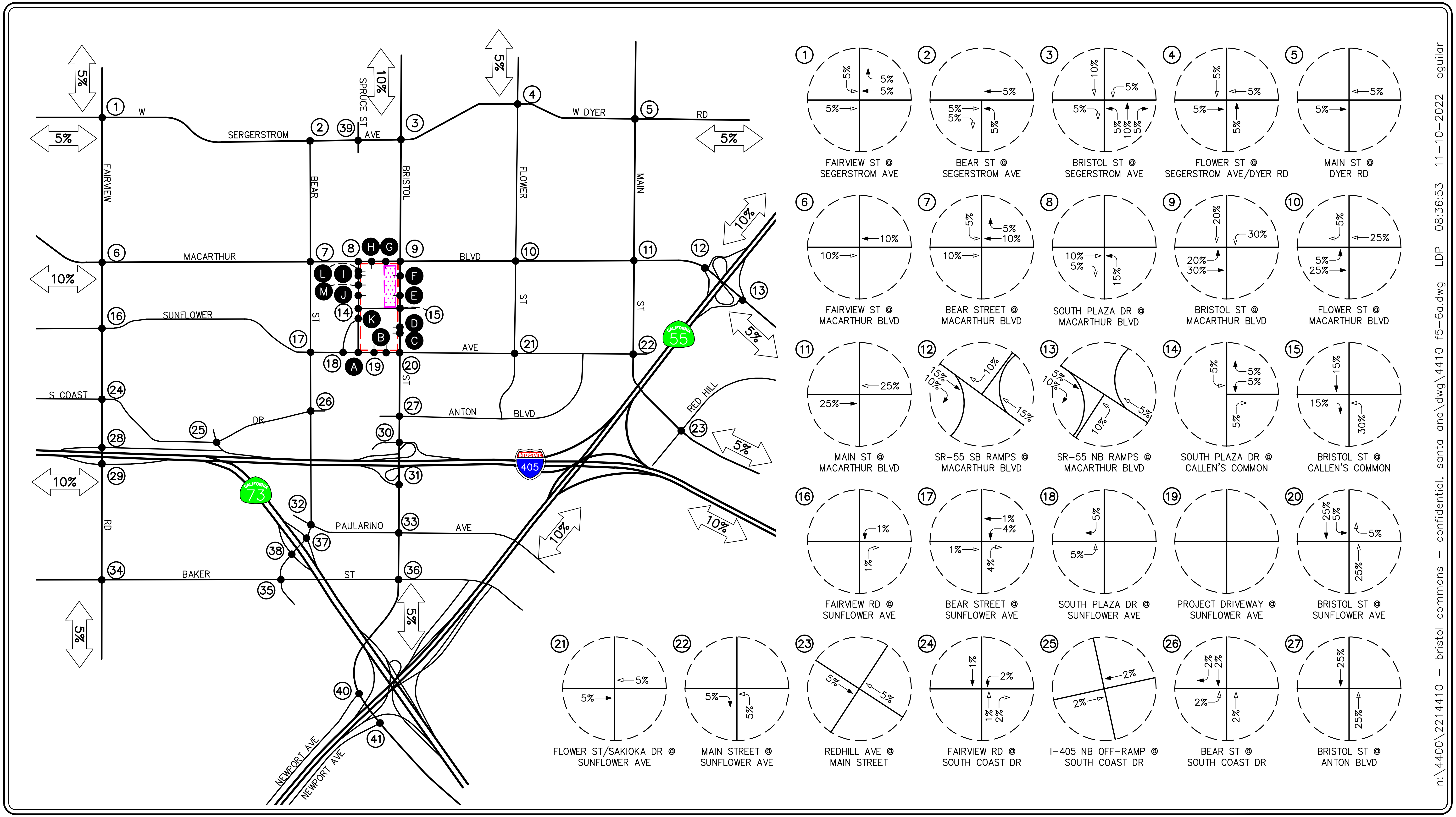
KEY

- ⑳ = STUDY INTERSECTION
- ▭ = PROJECT SITE
- ▨ = PHASE 2
- ← = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE

FIGURE 5–5B

PROJECT TRAFFIC DISTRIBUTION PATTERN – RESIDENTIAL PHASE 2

RELATED BRISTOL, SANTA ANA



KEY
- (#) = STUDY INTERSECTION
- 🟥 = PROJECT SITE
- ▨ = PHASE 2
- ⇠ = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE

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NO SCALE

FIGURE 5–6A

PROJECT TRAFFIC DISTRIBUTION PATTERN – RETAIL PHASE 2

RELATED BRISTOL, SANTA ANA

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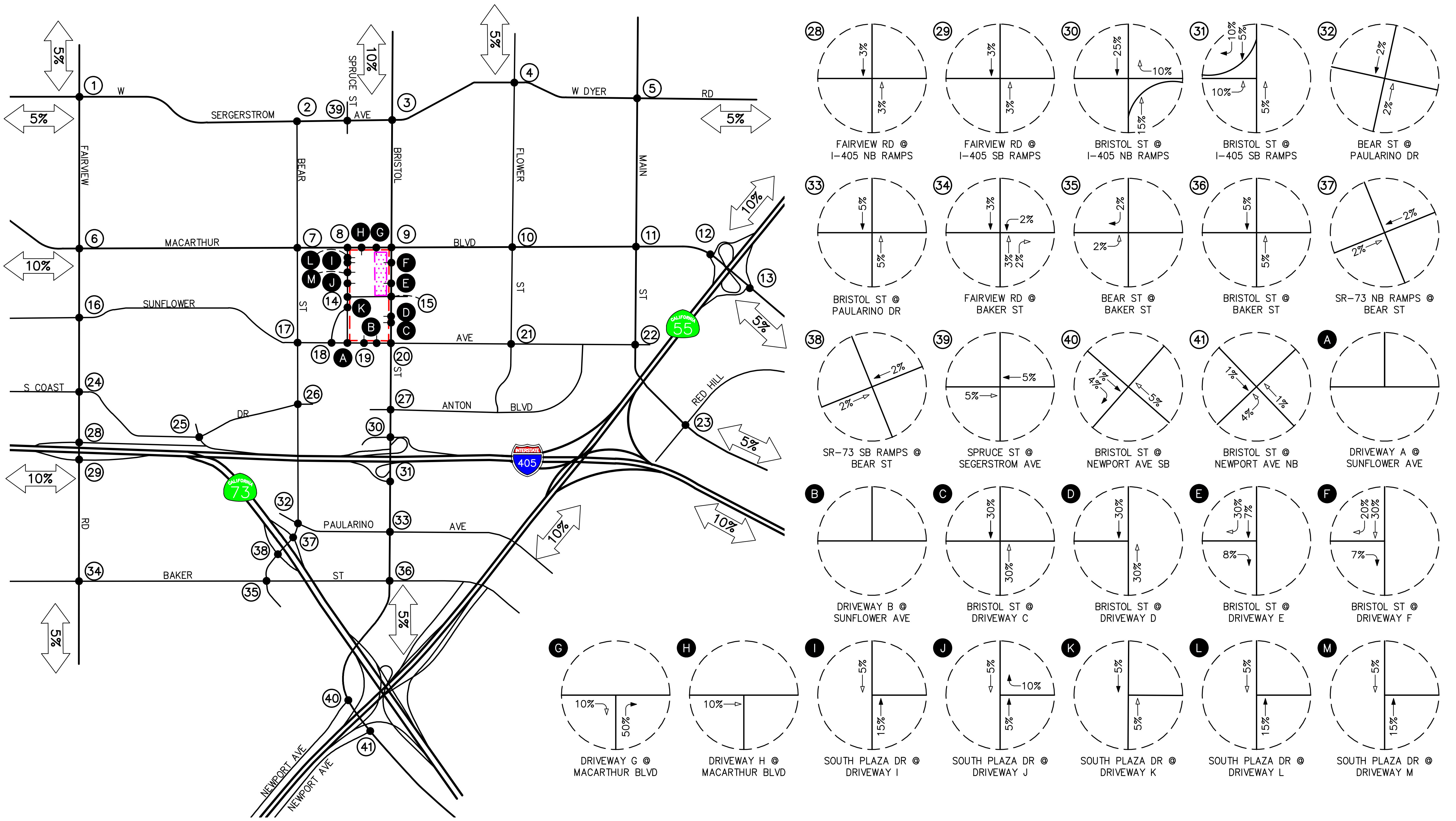

n:\4400\2214410 - bristol commons - confidential, santa ana\dwg\4410 f5-6b.dwg LDP 11:20:28 11-30-2022 howell

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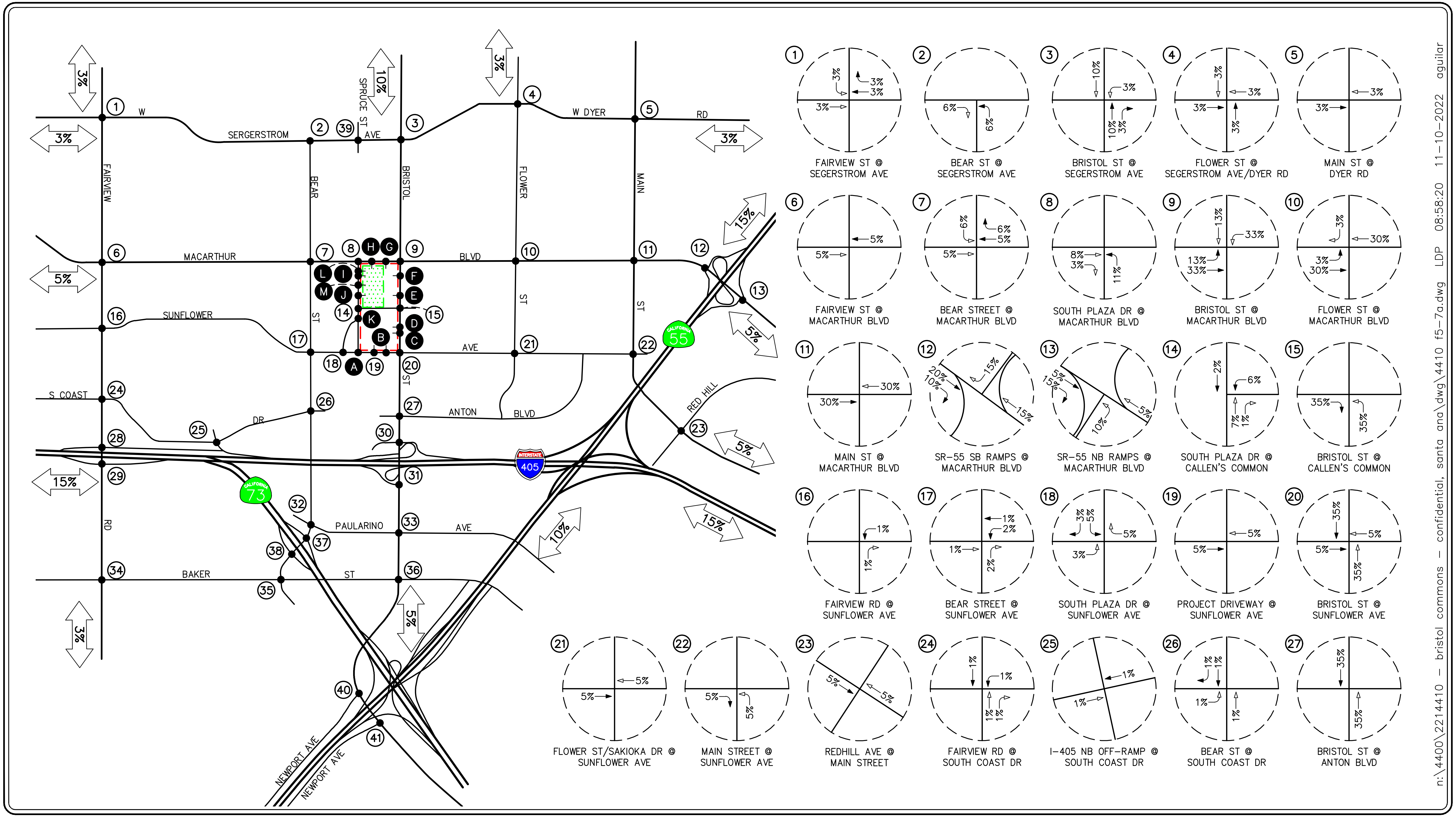
NO SCALE

KEY
- # = STUDY INTERSECTION
- = PROJECT SITE
- = PHASE 2
- ⟵ = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE

FIGURE 5-6B

PROJECT TRAFFIC DISTRIBUTION PATTERN – RETAIL PHASE 2

RELATED BRISTOL, SANTA ANA



n:\4400\2214410 - bristol commons - confidential, santa ana\dwg\4410 f5-7a.dwg LDP 08:58:20 11-10-2022 aguilar

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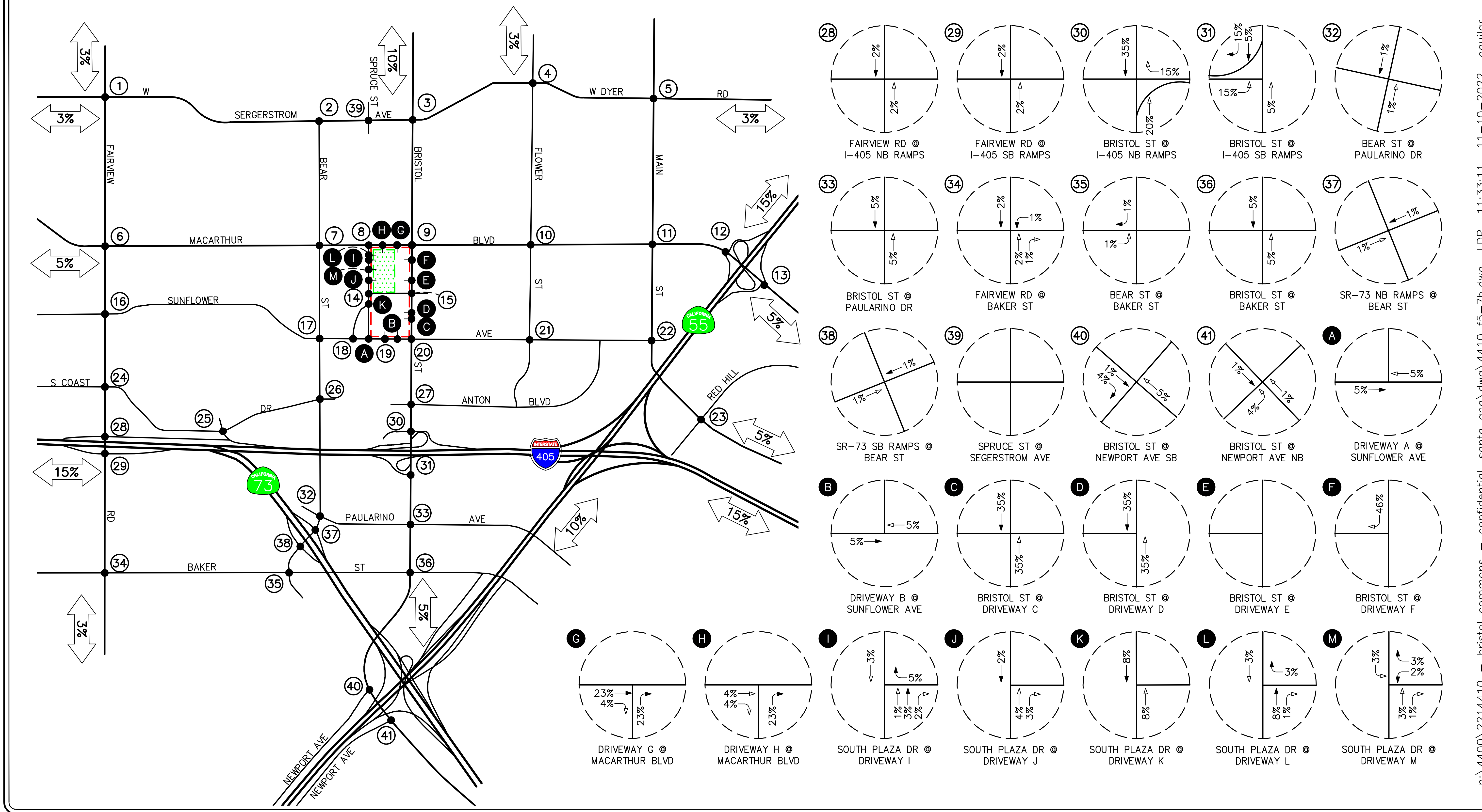
NO SCALE

KEY
- ⑭ = STUDY INTERSECTION
- 🟥 = PROJECT SITE
- 🟩 = PHASE 3
- ⇠ = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE

FIGURE 5-7A

PROJECT TRAFFIC DISTRIBUTION PATTERN – RESIDENTIAL PHASE 3

RELATED BRISTOL, SANTA ANA



n:\4400\2214410 - bristol commons - confidential, santa ana\dwg\4410 f5-7b.dwg LDP 11:33:11 11-10-2022 aguilar

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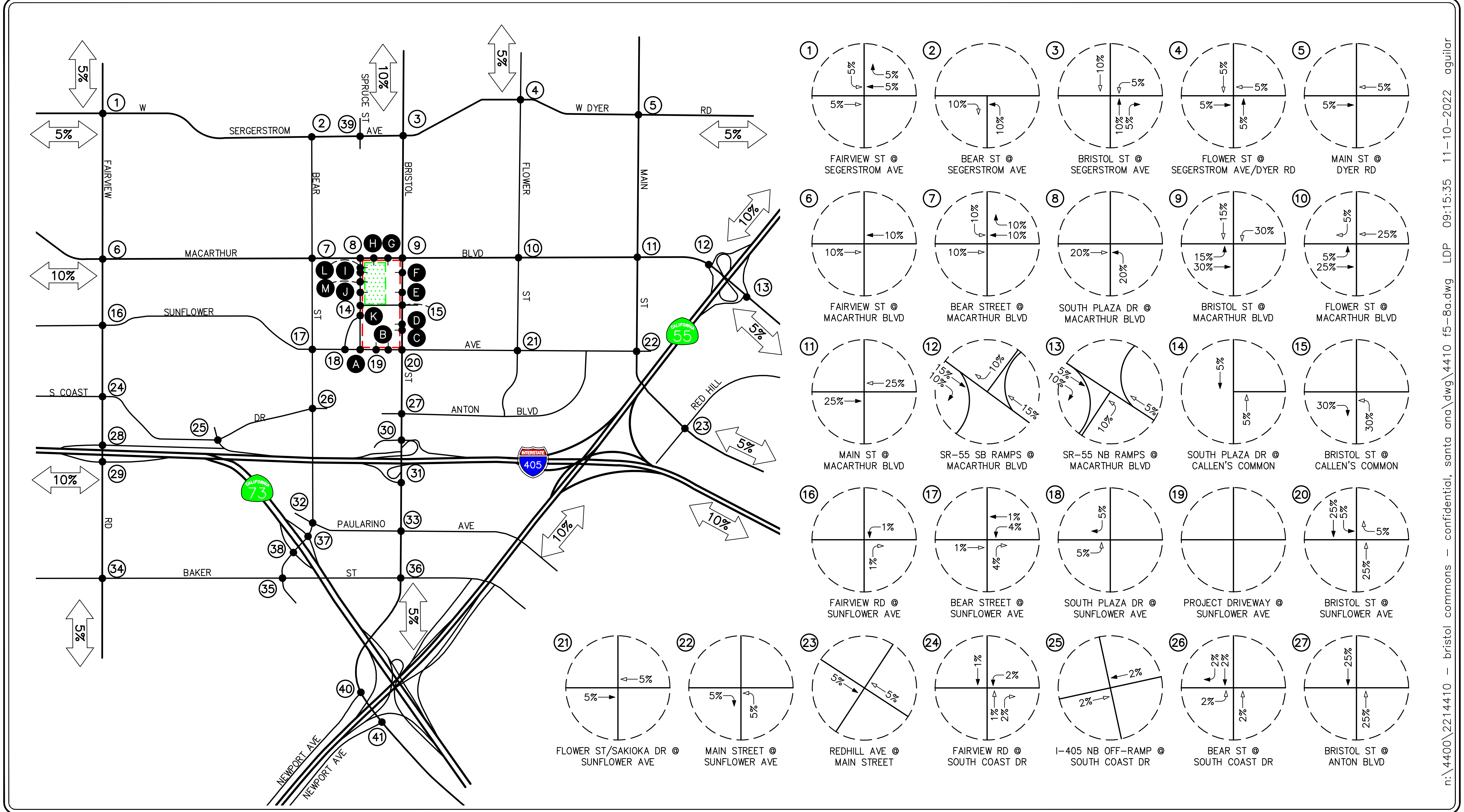
N NO SCALE

KEY
- ㊉ = STUDY INTERSECTION
- 🟥 = PROJECT SITE
- 🟩 = PHASE 3
- ⇠ = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE

FIGURE 5-7B

PROJECT TRAFFIC DISTRIBUTION PATTERN – RESIDENTIAL PHASE 3

RELATED BRISTOL, SANTA ANA



KEY

- ⓘ = STUDY INTERSECTION
- 🟥 = PROJECT SITE
- 🟩 = PHASE 3
- ← = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE

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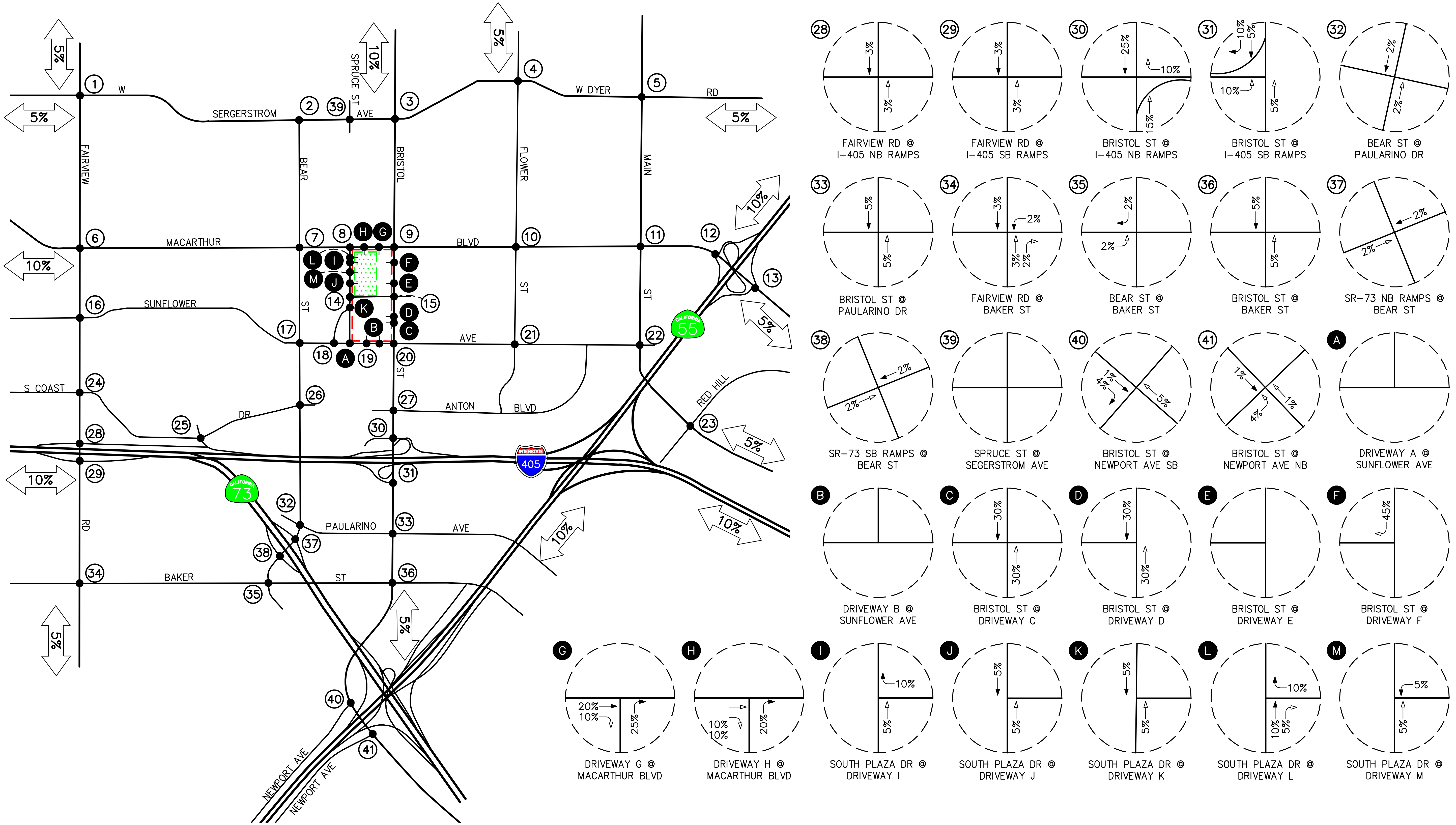
N
NO SCALE

FIGURE 5–8A

PROJECT TRAFFIC DISTRIBUTION PATTERN – RETAIL PHASE 3

RELATED BRISTOL, SANTA ANA

n:\4400\2214410 – bristol commons – confidential, santa ana\dwg\4410 f5–8a.dwg LDP 09:15:35 11–10–2022 aguilar



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NO SCALE

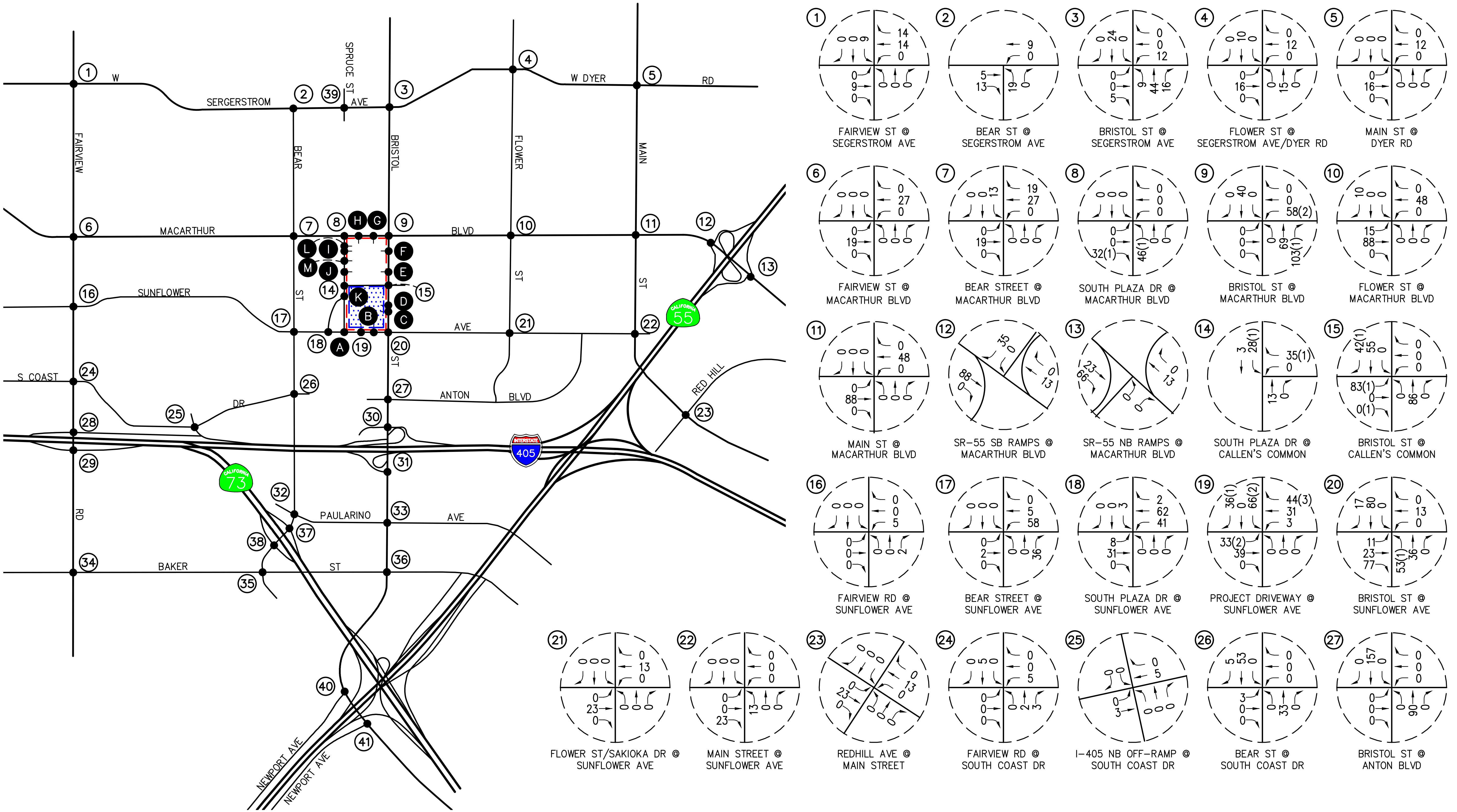
KEY
(#) = STUDY INTERSECTION
🟥 = PROJECT SITE
🟩 = PHASE 3
← = INBOUND PERCENTAGE
← = OUTBOUND PERCENTAGE

FIGURE 5–8B

PROJECT TRAFFIC DISTRIBUTION PATTERN – RETAIL PHASE 3

RELATED BRISTOL, SANTA ANA

n:\4400\2214410 – bristol commons – confidential, santa ana\dwg\4410 f5–8b.dwg LDP 14:27:42 11–10–2022 howell



n:\4400\2214410 - bristol commons - confidential, santa ana\dwg\4410 f5-9a.dwg LDP 13:37:55 01-17-2023 howell

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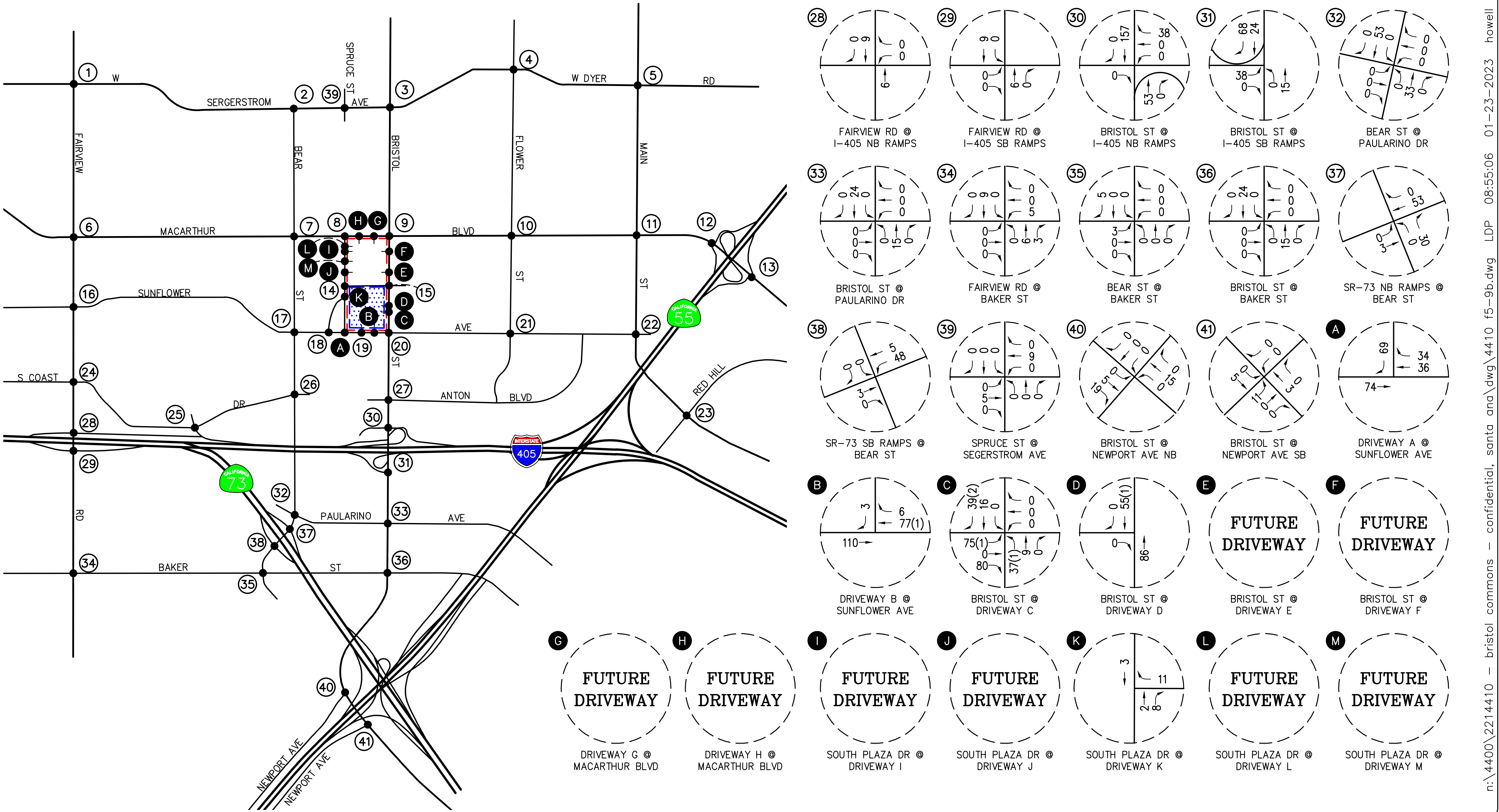
N NO SCALE

KEY
(#) = STUDY INTERSECTION
(XX) = PASSBY TRIPS
🟥 = PROJECT SITE
▨ = PHASE 1

FIGURE 5-9A

AM PEAK HOUR PHASE 1 PROJECT TRAFFIC VOLUMES

RELATED BRISTOL, SANTA ANA



28 FAIRVIEW RD @ I-405 NB RAMPS

29 FAIRVIEW RD @ I-405 SB RAMPS

30 BRISTOL ST @ I-405 NB RAMPS

31 BRISTOL ST @ I-405 SB RAMPS

32 BEAR ST @ PAULARINO DR

33 BRISTOL ST @ PAULARINO DR

34 FAIRVIEW RD @ BAKER ST

35 BEAR ST @ BAKER ST

36 BRISTOL ST @ BAKER ST

37 SR-73 NB RAMPS @ BEAR ST

38 SR-73 SB RAMPS @ BEAR ST

39 SPRUCE ST @ SEGERSTROM AVE

40 BRISTOL ST @ NEWPORT AVE NB

41 BRISTOL ST @ NEWPORT AVE SB

A DRIVEWAY A @ SUNFLOWER AVE

B DRIVEWAY B @ SUNFLOWER AVE

C BRISTOL ST @ DRIVEWAY C

D BRISTOL ST @ DRIVEWAY D

E BRISTOL ST @ DRIVEWAY E

F BRISTOL ST @ DRIVEWAY F

G DRIVEWAY G @ MACARTHUR BLVD

H DRIVEWAY H @ MACARTHUR BLVD

I SOUTH PLAZA DR @ DRIVEWAY I

J SOUTH PLAZA DR @ DRIVEWAY J

K SOUTH PLAZA DR @ DRIVEWAY K

L SOUTH PLAZA DR @ DRIVEWAY L

M SOUTH PLAZA DR @ DRIVEWAY M

n:\4400\2214410 – bristol commons – confidential, santa ana\dwg\4410 f5-9b.dwg LDP 08:55:06 01-23-2023 howell

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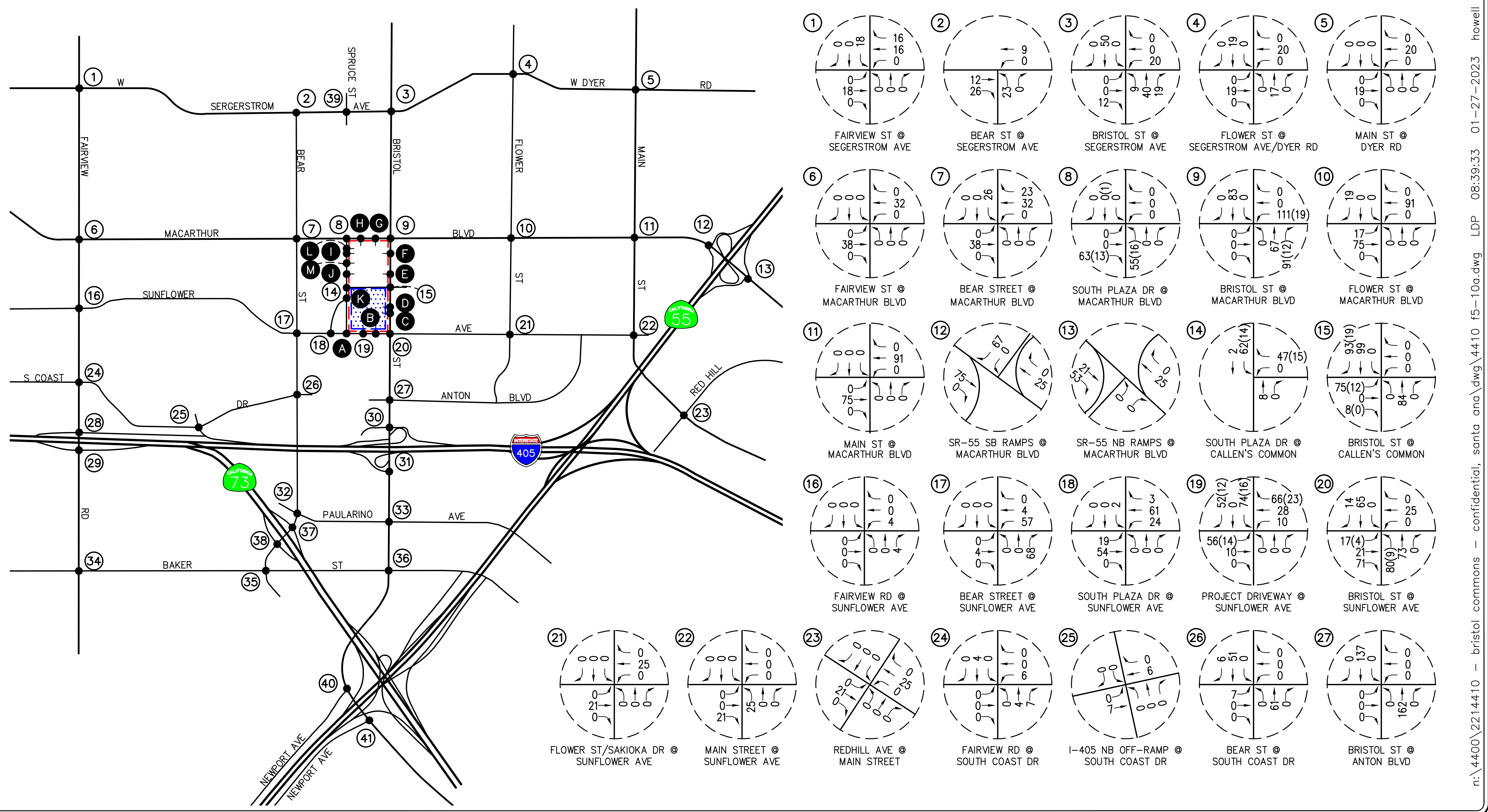
N NO SCALE

KEY
(#) = STUDY INTERSECTION
(XX) = PASSBY TRIPS
🟥 = PROJECT SITE
▨ = PHASE 1

FIGURE 5–9B

AM PEAK HOUR PHASE 1 PROJECT TRAFFIC VOLUMES

RELATED BRISTOL, SANTA ANA



n:\4400\2214410 - bristol commons - confidential, santa ana\dwg\4410 f5-10a.dwg LDP 08:39:33 01-27-2023 howell

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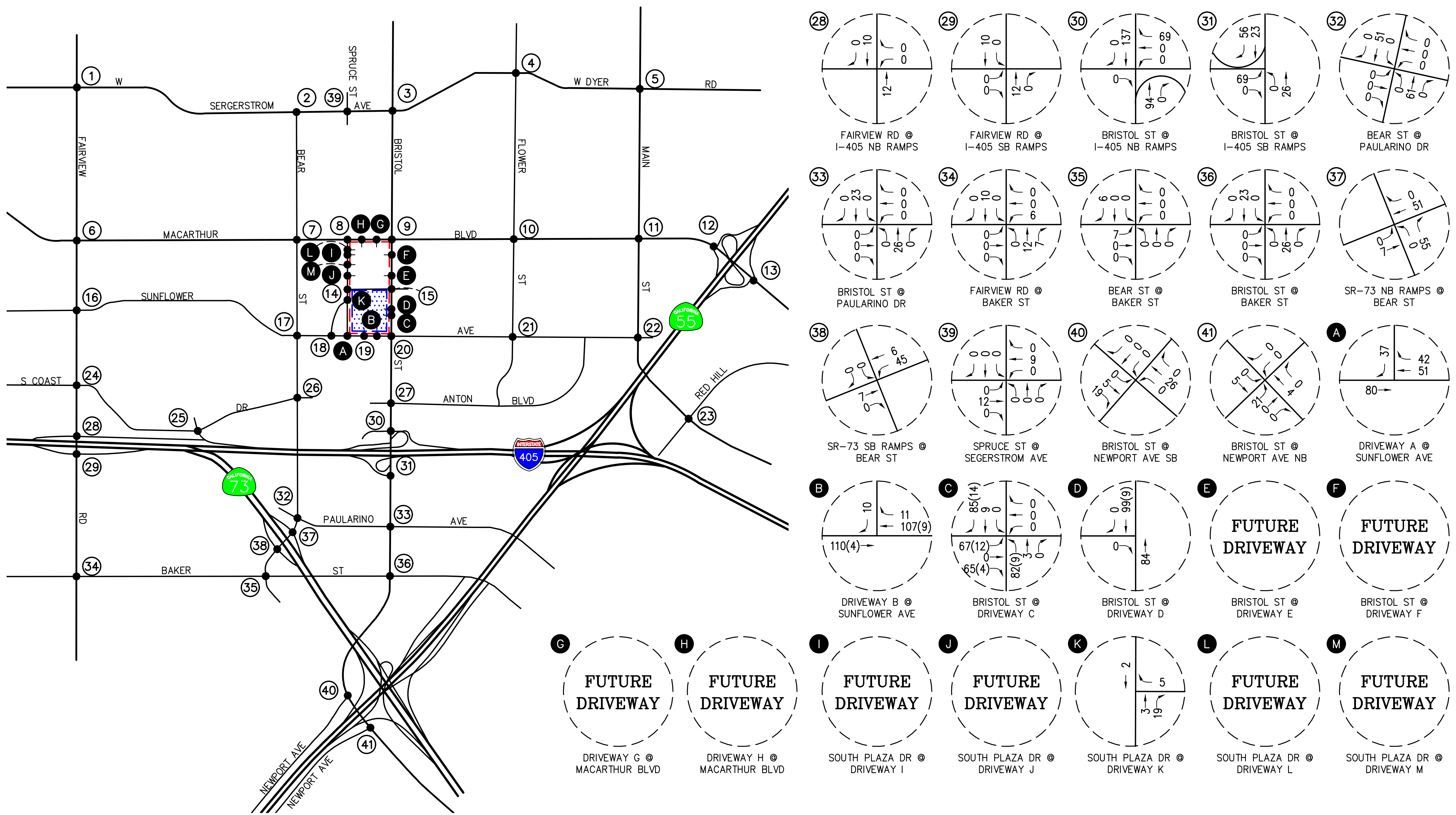
KEY

- ⑳ = STUDY INTERSECTION
- (XX) = PASSBY TRIPS
- ⬚ = PROJECT SITE
- ▨ = PHASE 1

FIGURE 5-10A

PM PEAK HOUR PHASE 1 PROJECT TRAFFIC VOLUMES

RELATED BRISTOL, SANTA ANA



n:\4400\2214410 – bristol commons – confidential, santa ana\dwg\4410 f5-10b.dwg LDP 08:55:37 01-23-2023 howell

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N NO SCALE

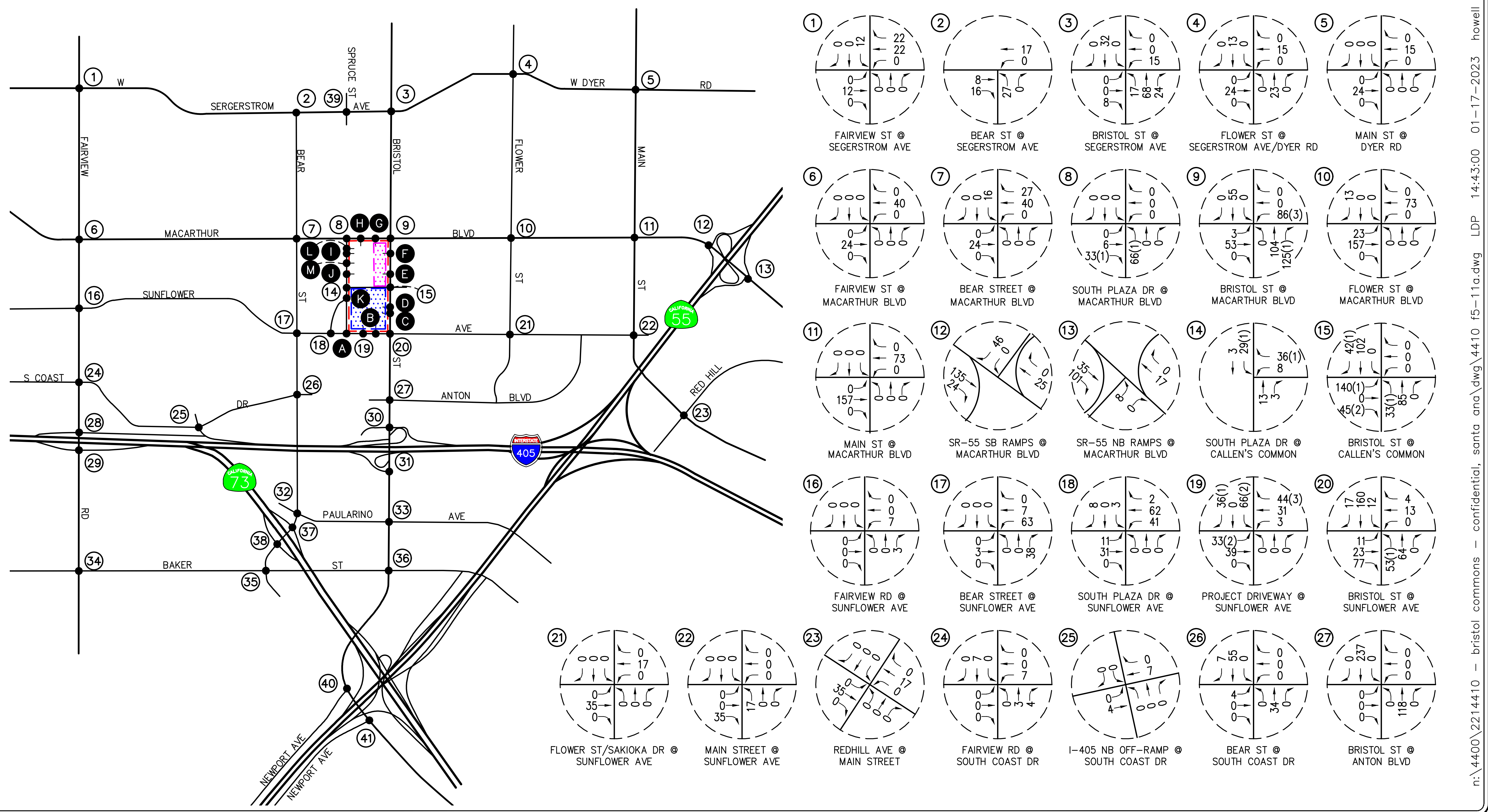
KEY

- ⑳ = STUDY INTERSECTION
- (XX) = PASSBY TRIPS
- 🟥 = PROJECT SITE
- ▨ = PHASE 1

FIGURE 5-10B

PM PEAK HOUR PHASE 1 PROJECT TRAFFIC VOLUMES

RELATED BRISTOL, SANTA ANA



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KEY

- ⑭ = STUDY INTERSECTION
- (XX) = PASSBY TRIPS
- ▭ = PROJECT SITE
- ▨ = PHASE 1
- ▨ = PHASE 2

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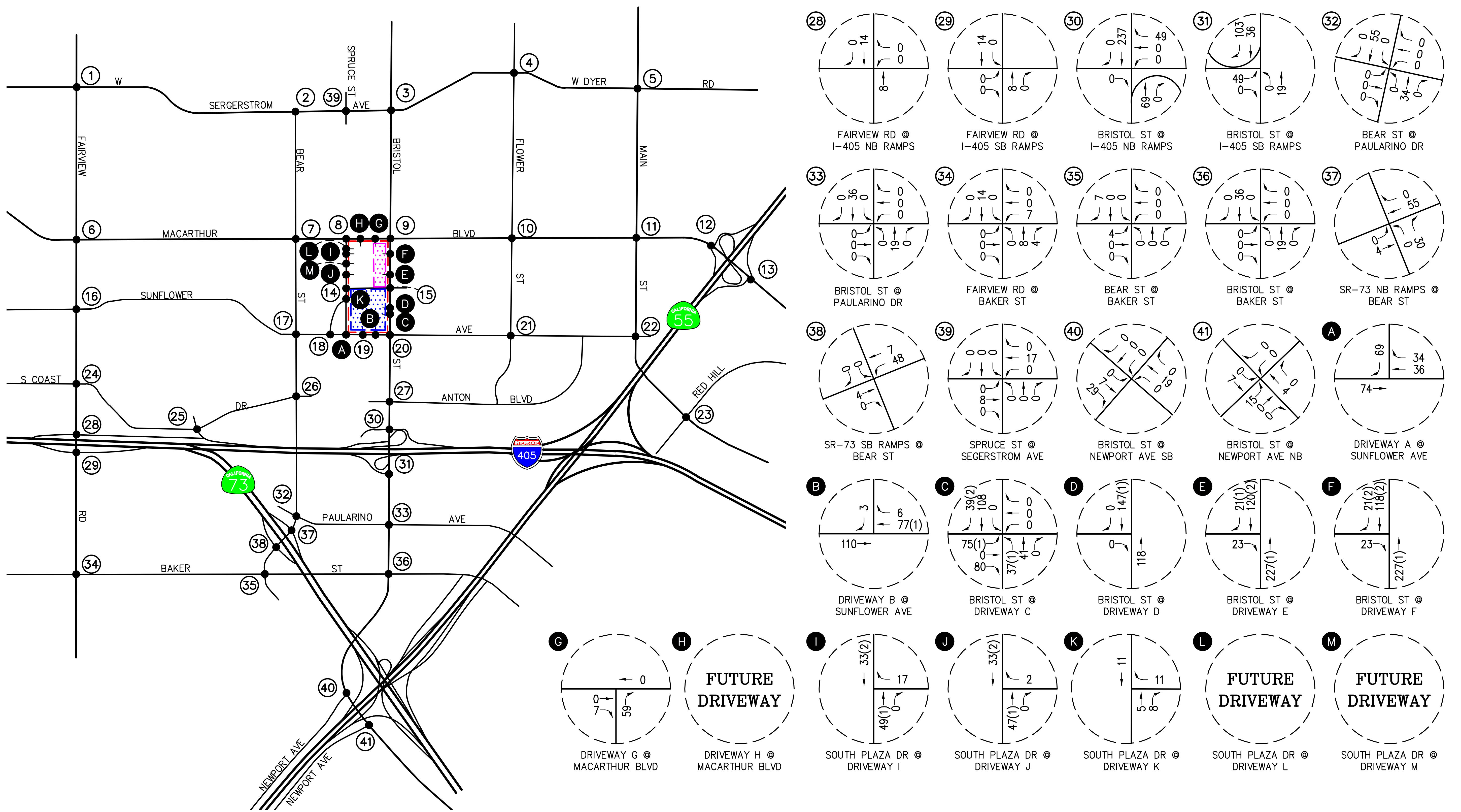
N NO SCALE

FIGURE 5-11A

AM PEAK HOUR PHASES 1 AND 2 PROJECT TRAFFIC VOLUMES

RELATED BRISTOL, SANTA ANA



n:\4400\2214410 – bristol commons – confidential, santa ana\dwg\4410 f5-11b.dwg LDP 08:56:12 01-23-2023 howell

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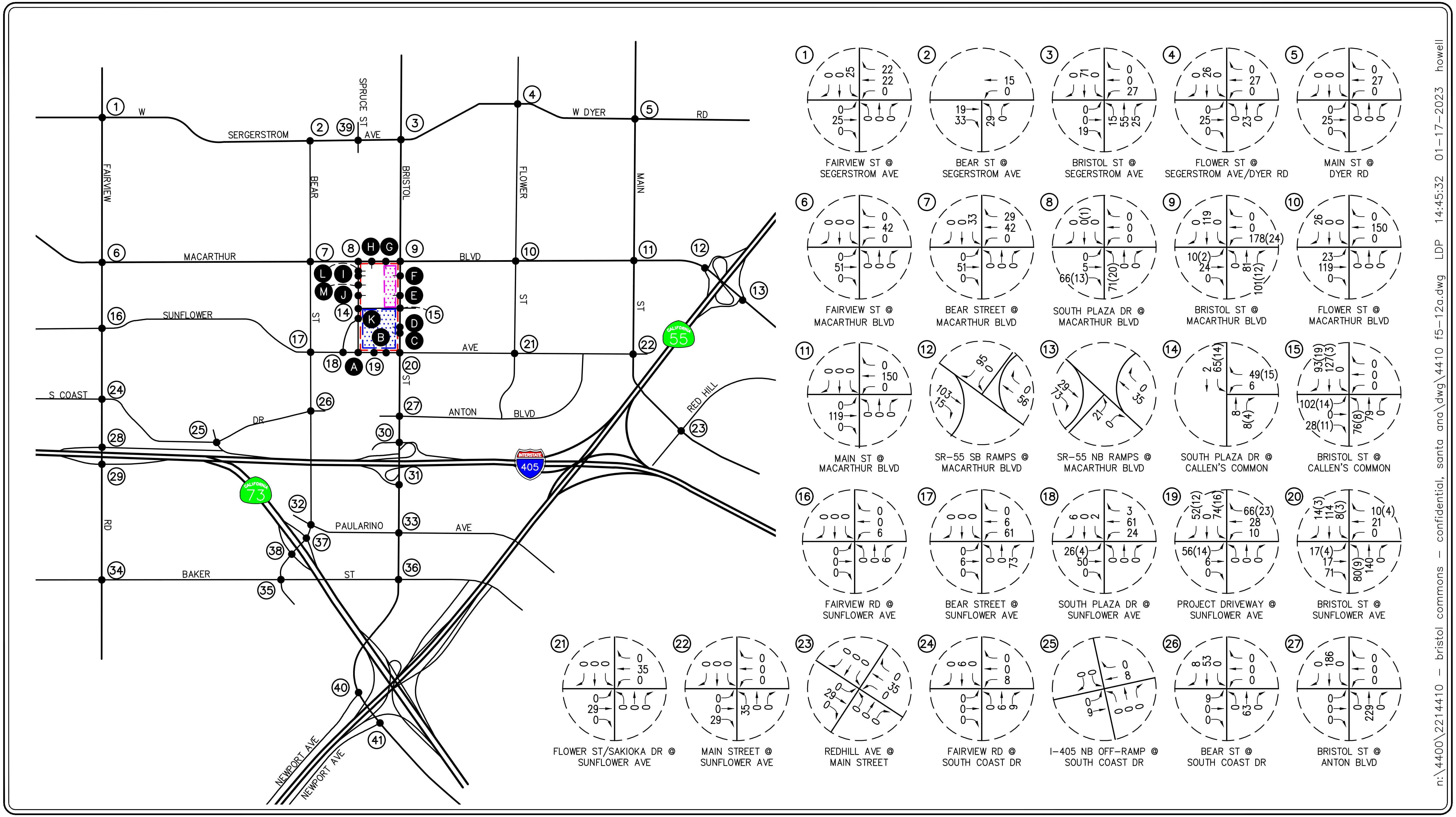
N NO SCALE

KEY
- ⑭ = STUDY INTERSECTION
- (XX) = PASSBY TRIPS
- ⬚ = PROJECT SITE
- ▨ = PHASE 1
- ▨ = PHASE 2

FIGURE 5-11B

AM PEAK HOUR PHASES 1 AND 2 PROJECT TRAFFIC VOLUMES

RELATED BRISTOL, SANTA ANA



n:\4400\2214410 - bristol commons - confidential, santa ana\dwg\4410 f5-12a.dwg LDP 14:45:32 01-17-2023 howell

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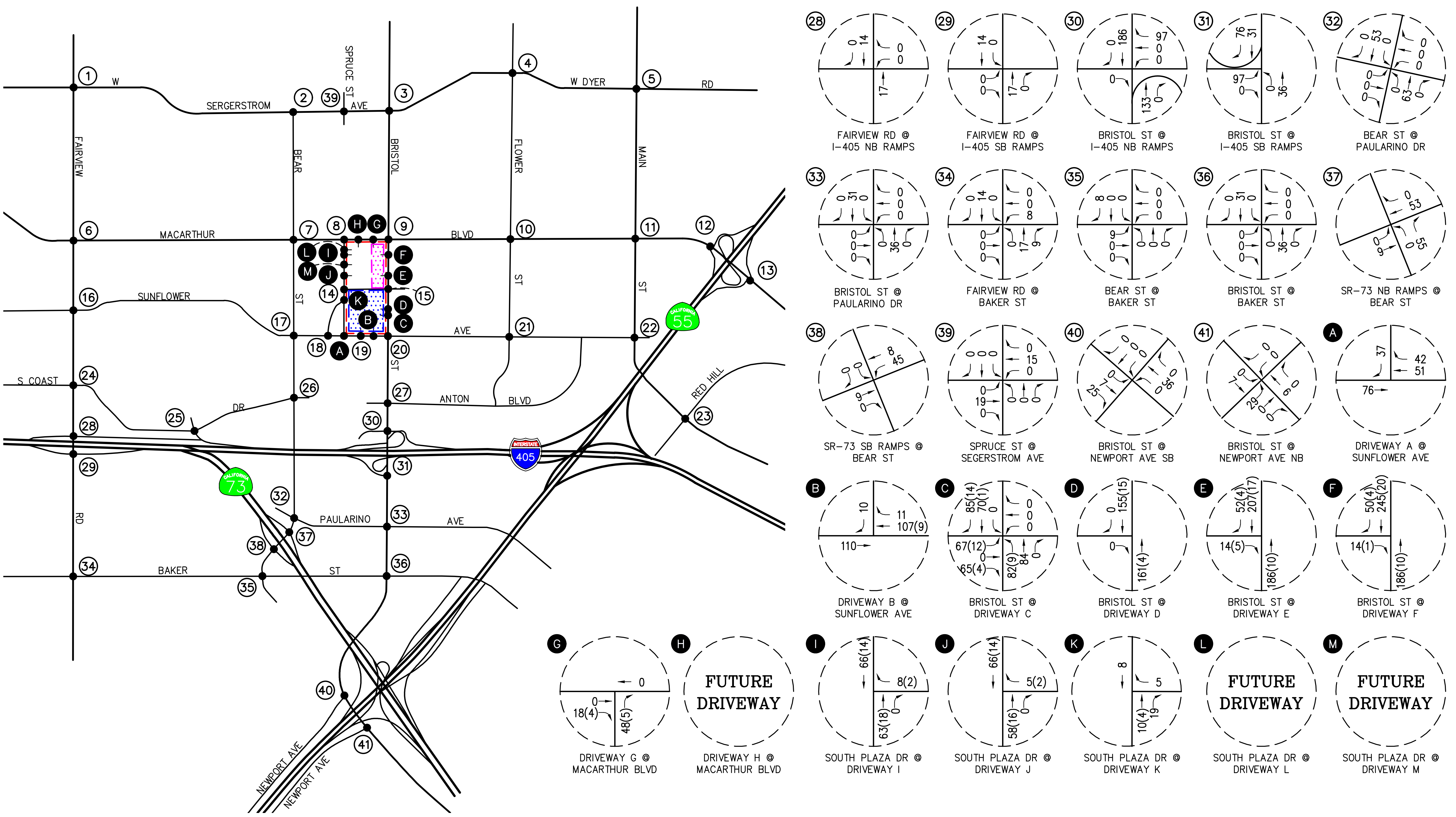
N
NO SCALE

KEY
(#) = STUDY INTERSECTION
(XX) = PASSBY TRIPS
🟥 = PROJECT SITE
▨ = PHASE 1
▨ = PHASE 2

FIGURE 5-12A

PM PEAK HOUR PHASES 1 AND 2 PROJECT TRAFFIC VOLUMES

RELATED BRISTOL, SANTA ANA



n:\4400\2214410 - bristol commons - confidential, santa ana\dwg\4410 f5-12b.dwg LDP 08:56:45 01-23-2023 howell

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NO SCALE

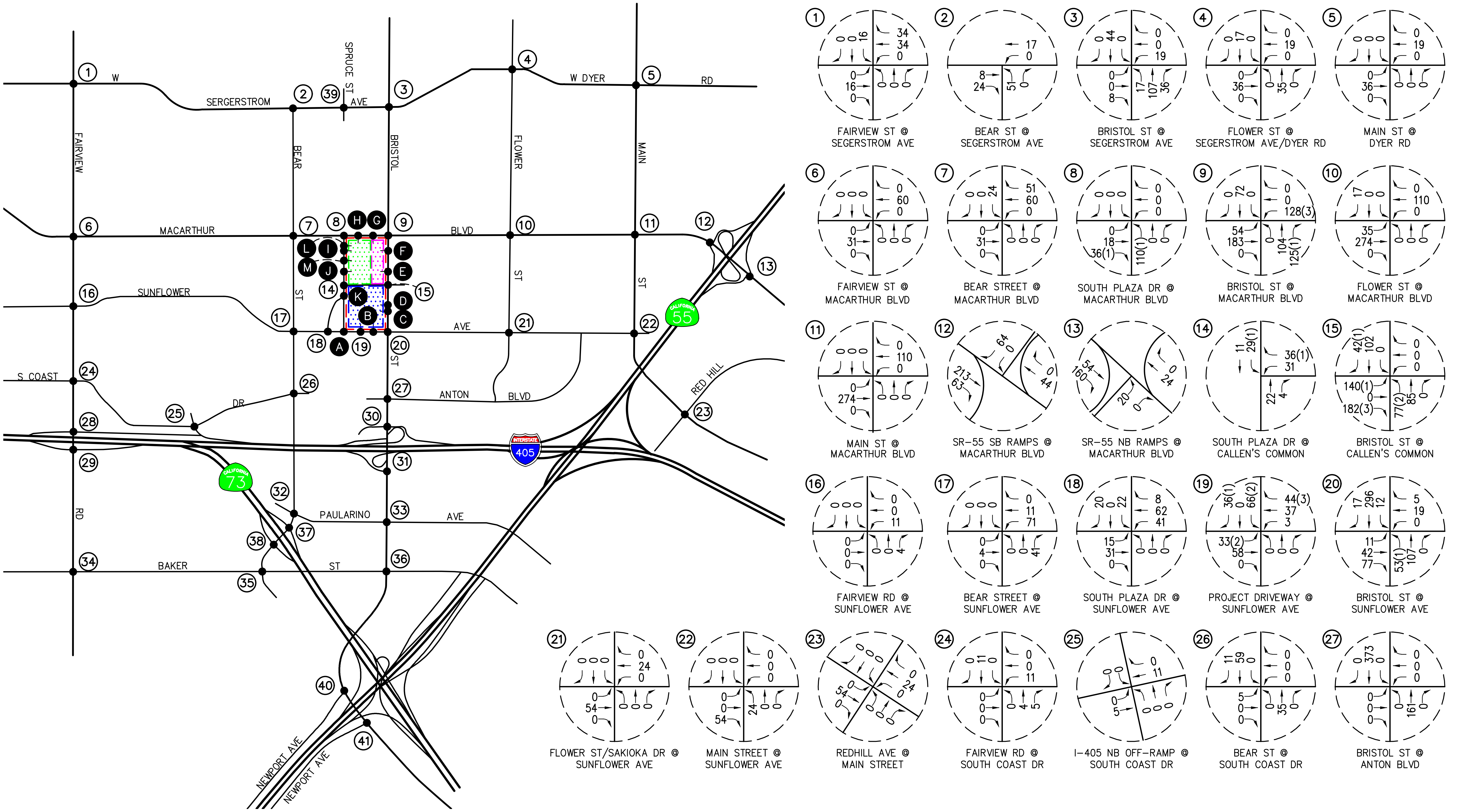
KEY

(#) = STUDY INTERSECTION
(XX) = PASSBY TRIPS
▭ = PROJECT SITE
▨ = PHASE 1
▨ = PHASE 2

FIGURE 5-12B

PM PEAK HOUR PHASES 1 AND 2 PROJECT TRAFFIC VOLUMES

RELATED BRISTOL, SANTA ANA



n:\4400\2214410 - bristol commons - confidential, santa ana\dwg\4410 f5-13a.dwg LDP 09:29:44 01-31-2023 howell

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NO SCALE

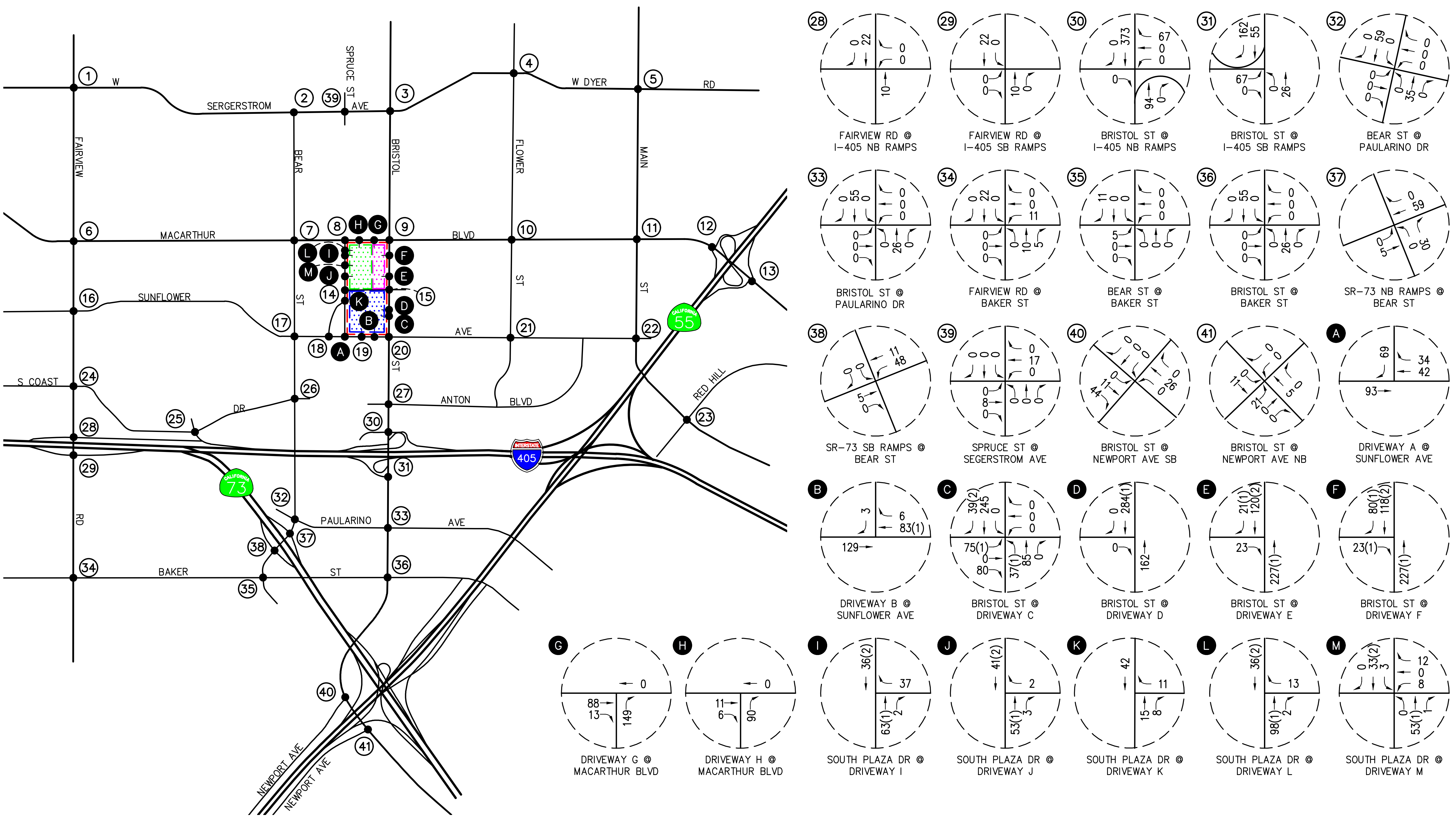
KEY

- ⊕ = STUDY INTERSECTION
- (XX) = PASSBY TRIPS
- ▭ = PROJECT SITE
- ▨ = PHASE 1
- ▨ = PHASE 2
- ▨ = PHASE 3

FIGURE 5-13A

AM PEAK HOUR PHASES 1, 2 AND 3 PROJECT TRAFFIC VOLUMES

RELATED BRISTOL, SANTA ANA



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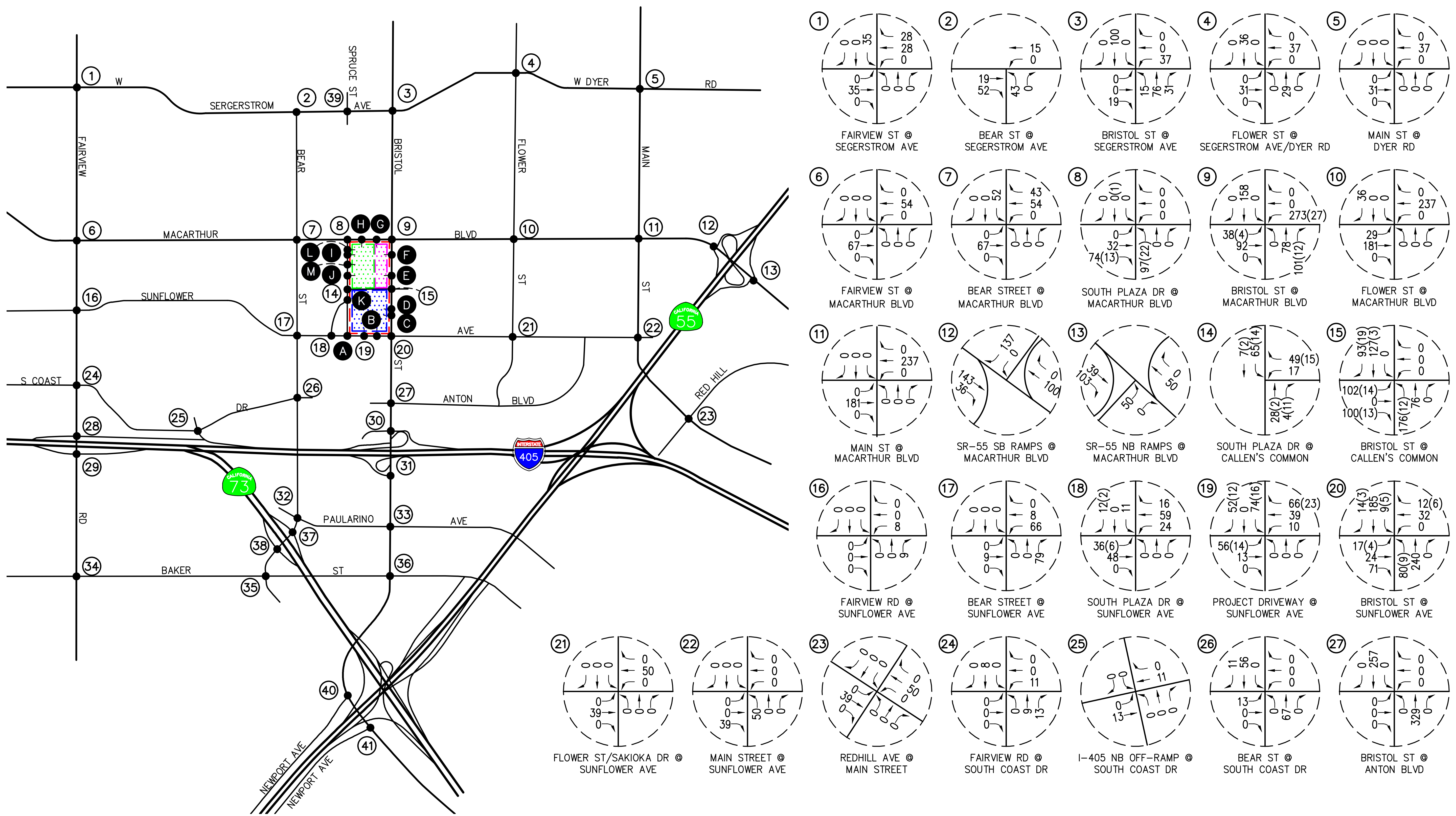
N NO SCALE

KEY
- ⓘ = STUDY INTERSECTION
- (XX) = PASSBY TRIPS
- ▭ = PROJECT SITE
- ▨ = PHASE 1
- ▨ = PHASE 2
- ▨ = PHASE 3

FIGURE 5–13B

AM PEAK HOUR PHASES 1, 2 AND 3 PROJECT TRAFFIC VOLUMES

RELATED BRISTOL, SANTA ANA



KEY

Ⓗ = STUDY INTERSECTION
(XX) = PASSBY TRIPS
🟥 = PROJECT SITE
▨ = PHASE 1
▨ = PHASE 2
🟩 = PHASE 3

NO SCALE

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FIGURE 5-14A

PM PEAK HOUR PHASES 1, 2 AND 3 PROJECT TRAFFIC VOLUMES

RELATED BRISTOL, SANTA ANA

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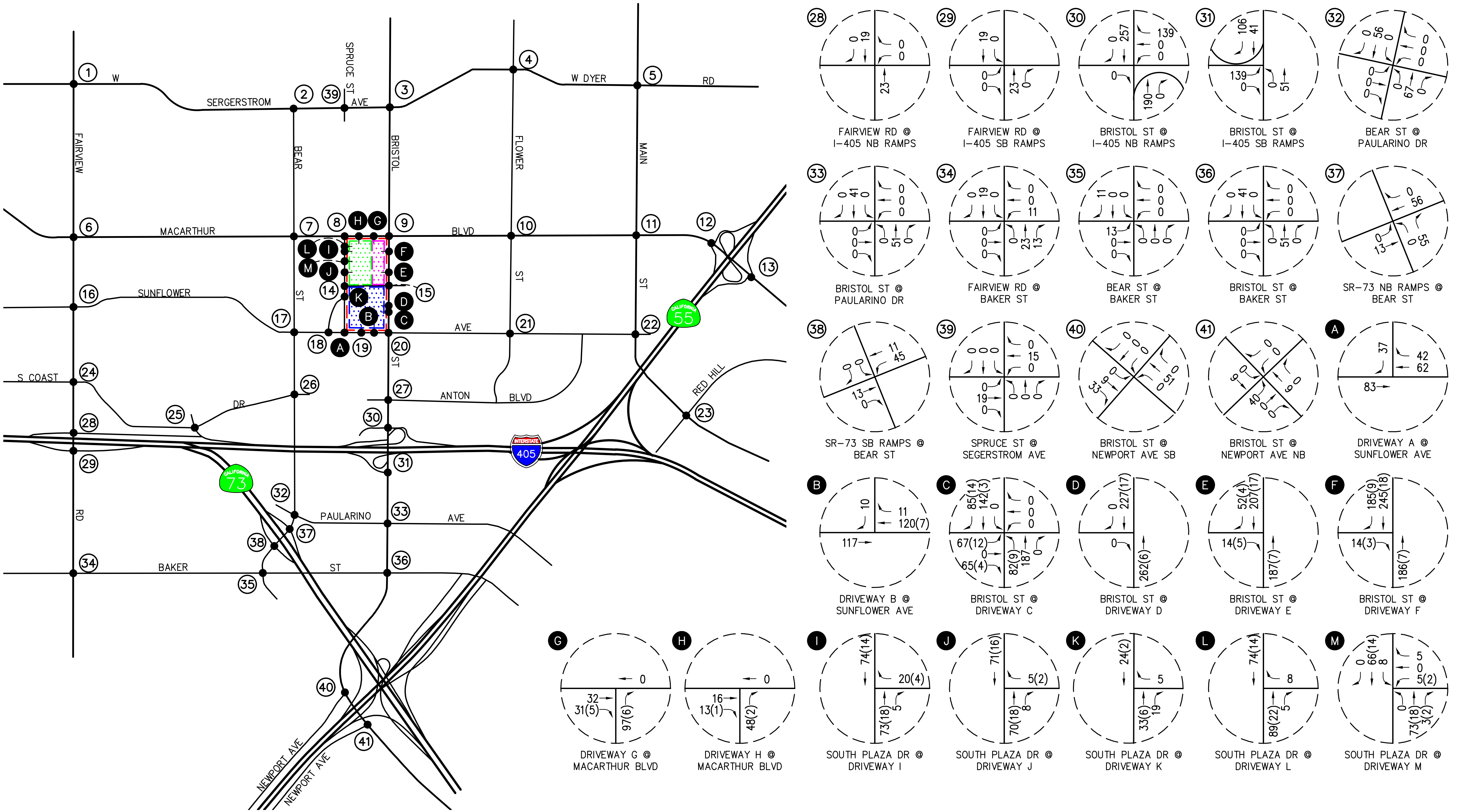

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KEY

- (#) = STUDY INTERSECTION
- (XX) = PASSBY TRIPS
- ▭ = PROJECT SITE
- ▨ = PHASE 1
- ▨ = PHASE 2
- ▨ = PHASE 3

FIGURE 5-14B

PM PEAK HOUR PHASES 1, 2 AND 3 PROJECT TRAFFIC VOLUMES

RELATED BRISTOL, SANTA ANA

TABLE 2-1
PROJECT DEVELOPMENT SUMMARY
RELATED BRISTOL, SANTA ANA

Planning Area (PA) / Land Use / Building	**Existing**[1]	**Proposed Project**
☐ Shopping Center	465,063 SF	350,000 SF
☐ Multi-Family Housing	--	3,750 DU
☐ Senior Assisted Living	--	200 Beds
☐ Hotel	--	250 Rooms
Total Building Floor Area	***465,063 SF Commercial***	***350,000 SF of Commercial*** ***3,750 DU Apartments*** ***200 DU Senior Assisted Living*** ***250 Room Hotel***

---

[1] The northern half of Metro Town Square is developed with approximately 45% of floor area whose tenants include Vons, LA Fitness, Bank of America, and a variety of retail, service retail/commercial, medical, restaurant, and fast food uses. The southern half contains approximately 55% of floor area with a tenant mix of retail, service retail/commercial, restaurant, and fast food uses. Existing major tenants on the southern half of the center include TJ Maxx Ross Dress for Less, Cost Plus World Market and Red Robin.

TABLE 2-2
PROJECT DEVELOPMENT SUMMARY BY PHASE
RELATED BRISTOL, SANTA ANA

Planning Area (PA) / Land Use / Building	Existing[2]	Proposed Project
Phase 1 (Southern Half)		
☐ Shopping Center	244,120 SF	250,000 SF
☐ Multi-Family Housing	--	1,375 DU
☐ Senior Assisted Living	--	200 Beds
☐ Hotel	--	250 Rooms
Phase 2 (Northern Half Adjacent to Bristol St)		
☐ Shopping Center	36,522 SF	65,000 SF
☐ Multi-Family Housing	--	856 DU
Phase 3 (Northern Half Adjacent to Plaza Dr)		
☐ Shopping Center	184,421 SF	35,000 SF
☐ Multi-Family Housing	--	1,519 DU
Total Building Floor Area	***465,063 SF Commercial***	***350,000 SF of Commercial*** ***3,750 DU Apartments*** ***200 DU Senior Assisted Living*** ***250 Room Hotel***

---

[2] The northern half of Metro Town Square is developed with approximately 45% of floor area whose tenants include Vons, LA Fitness, Bank of America, and a variety of retail, service retail/commercial, medical, restaurant, and fast food uses. The southern half contains approximately 55% of floor area with a tenant mix of retail, service retail/commercial, restaurant, and fast food uses. Existing major tenants on the southern half of the center include TJ Maxx Ross Dress for Less, Cost Plus World Market and Red Robin.

TABLE 5-1

PROJECT TRIP GENERATION RATES AND EQUATIONS[3]

RELATED BRISTOL, SANTA ANA

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Rates:							
▪ 221: Multifamily Housing Mid-Rise (TE/DU)	4.54	23%	77%	0.37	61%	39%	0.39
▪ 255: Continuing Care Retirement Community (TE/DU)	2.47	65%	35%	0.15	39%	61%	0.19
▪ 310: Hotel (TE/Rooms)	7.99	56%	44%	0.46	51%	49%	0.59
▪ 820: Shopping Center (TE/1000 SF)	37.01	62%	38%	0.84	48%	52%	3.40

Notes:
TE/1000 SF = Trip end per 1,000 SF
TE/DU = Trip end per Dwelling Unit
TE/Room = Trip end per Room

---

[3] Source: *Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).*

TABLE 5-2
PROJECT TRIP GENERATION FORECAST[4]
RELATED BRISTOL, SANTA ANA

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Phase 1 - Existing Land Use Trip Generation Forecast:							
▪ Shopping Center (244,120 SF)	9,035	127	78	205	398	432	830
Pass-by (10% Daily, 10% AM, 29% PM)[5]	*-904*	*-13*	*-8*	*-21*	*-115*	*-126*	*-241*
Total Existing Shopping Center Trips	8,131	114	70	184	283	306	589
Total Phase 1 Existing Land Use Trips [A]	***8,131***	***114***	***70***	***184***	***283***	***306***	***589***
Phase 1 – Entitlement Project Trip Generation Forecast:							
▪ Multifamily Housing Mid-Rise (1,375 DU)	6,243	117	392	509	327	209	536
▪ Hotel (250 Rooms)	1,998	64	51	115	75	73	148
▪ Shopping Center (250,000 SF)	9,253	130	80	210	408	442	850
▪ Senior Assisted Living (200 Beds)	494	20	10	30	15	23	38
Subtotal	17,988	331	533	864	825	747	1,572
Internal Capture (17% Daily, 3% AM, 18% PM)[6]	-3,244	-16	-14	-30	-134	-160	-294
Non-Auto Trip Reduction (5% Daily, 5% AM, 5% PM)	-900	-17	-27	-44	-41	-38	-79
TDM Reduction (5% Daily, 5% AM, 5% PM)	-900	-17	-27	-44	-41	-38	-79
Pass-by (10% Daily, 10% AM, 29% PM)[5]	-646	-10	-7	-17	-93	-79	-172
Total Phase 1 Entitled Project Trips [B]	***12,298***	***271***	***458***	***729***	***516***	***432***	***948***
Phase 1 Net Project Trip Generation Total [C]	**4,167**	**157**	**388**	**545**	**233**	**126**	**359**
Phase 2 - Existing Land Use Trip Generation Forecast:							
▪ Shopping Center (36,522 SF)	1,352	19	12	31	60	64	124
Pass-by (10% Daily, 10% AM, 29% PM)[5]	*-135*	*-2*	*-1*	*-3*	*-17*	*-19*	*-36*
Total Existing Shopping Center Trips	1,217	17	11	28	43	45	88
Total Phase 2 Existing Land Use Trips [D]	***1,217***	***17***	***11***	***28***	***43***	***45***	***88***
Phase 2 – Entitlement Project Trip Generation Forecast:							
▪ Multifamily Housing Mid-Rise (856 DU)	3,886	73	244	317	204	130	334
▪ Shopping Center (65,000 SF)	2,406	34	21	55	106	115	221
Subtotal	6,292	107	265	372	310	245	555
Internal Capture (17% Daily, 3% AM, 18% PM)[6]	-1,039	-6	-3	-9	-49	-47	-96
Non-Auto Trip Reduction (5% Daily, 5% AM, 5% PM)	-314	-6	-13	-19	-15	-13	-28
TDM Reduction (5% Daily, 5% AM, 5% PM)	-314	-6	-13	-19	-15	-13	-28
Pass-by (10% Daily, 10% AM, 29% PM)[5]	-167	-3	-1	-4	-24	-20	-44
Total Phase 2 Entitled Project Trips [E]	***4,458***	***86***	***235***	***321***	***207***	***152***	***359***
Phase 2 Net Project Trip Generation Total [F]	**3,241**	**69**	**224**	**293**	**164**	**107**	**271**
Phase 3 – Existing Land Use Trip Generation Forecast:							
▪ Shopping Center (184,421 SF)	6,825	96	59	155	301	326	627
Pass-by (10% Daily, 10% AM, 29% PM)[5]	*-683*	*-10*	*-6*	*-16*	*-87*	*-95*	*-182*
Total Existing Shopping Center Trips	6,142	86	53	139	214	231	445
Total Phase 3 Existing Land Use Trips [G]	***6,142***	***86***	***53***	***139***	***214***	***231***	***445***
Phase 3 – Entitlement Project Trip Generation Forecast:							
▪ Multifamily Housing Mid-Rise (1,519 DU)	6,896	129	433	562	361	231	592
▪ Shopping Center (35,000 SF)	1,295	18	11	29	57	62	119
Subtotal	8,191	147	444	591	418	293	711
Internal Capture (17% Daily, 3% AM, 18% PM)[6]	-1,219	-5	-5	-10	-70	-42	-112
Non-Auto Trip Reduction (5% Daily, 5% AM, 5% PM)	-410	-7	-22	-29	-21	-15	-36
TDM Reduction (5% Daily, 5% AM, 5% PM)	-410	-7	-22	-29	-21	-15	-36
Pass-by (10% Daily, 10% AM, 29% PM)[5]	-90	-1	-2	-3	-13	-11	-24
Total Phase 3 Entitled Project Trips [H]	***6,062***	***127***	***393***	***520***	***293***	***210***	***503***
Phase 3 Net Project Trip Generation Total [I]	**-80**	**41**	**340**	**381**	**79**	**-21**	**58**
Phases 1, 2 and 3 Total Net Project Trip Generation ([C] + [F] + [I])	**7,328**	**267**	**952**	**1,219**	**476**	**212**	**688**

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[4] Source: *Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).*

[5] Pass-by trips are made as intermediate stop on the way from one origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. For this analysis, the following pass-by reduction factors were used *Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021)*:
Shopping Center: Daily – Estimated to be 10% / AM Peak Hour – Estimated to be 10% / PM Peak Hour – 29%

[6] Internal capture trip reduction is consistent with the *Trip Generation Handbook, 3rd Edition,* published by ITE (September 2017). Project trip generation was adjusted to account for internal capture between the hotel, residential, and retail components of the Project.

APPENDIX B

EXISTING TRAFFIC COUNT DATA

APPENDIX B-I

EXISTING TRAFFIC COUNT DATA

City: Costa Mesa
N-S Directions: Fairview St
E-W Directions:Segerstrom Ave

File Name : H2206001
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

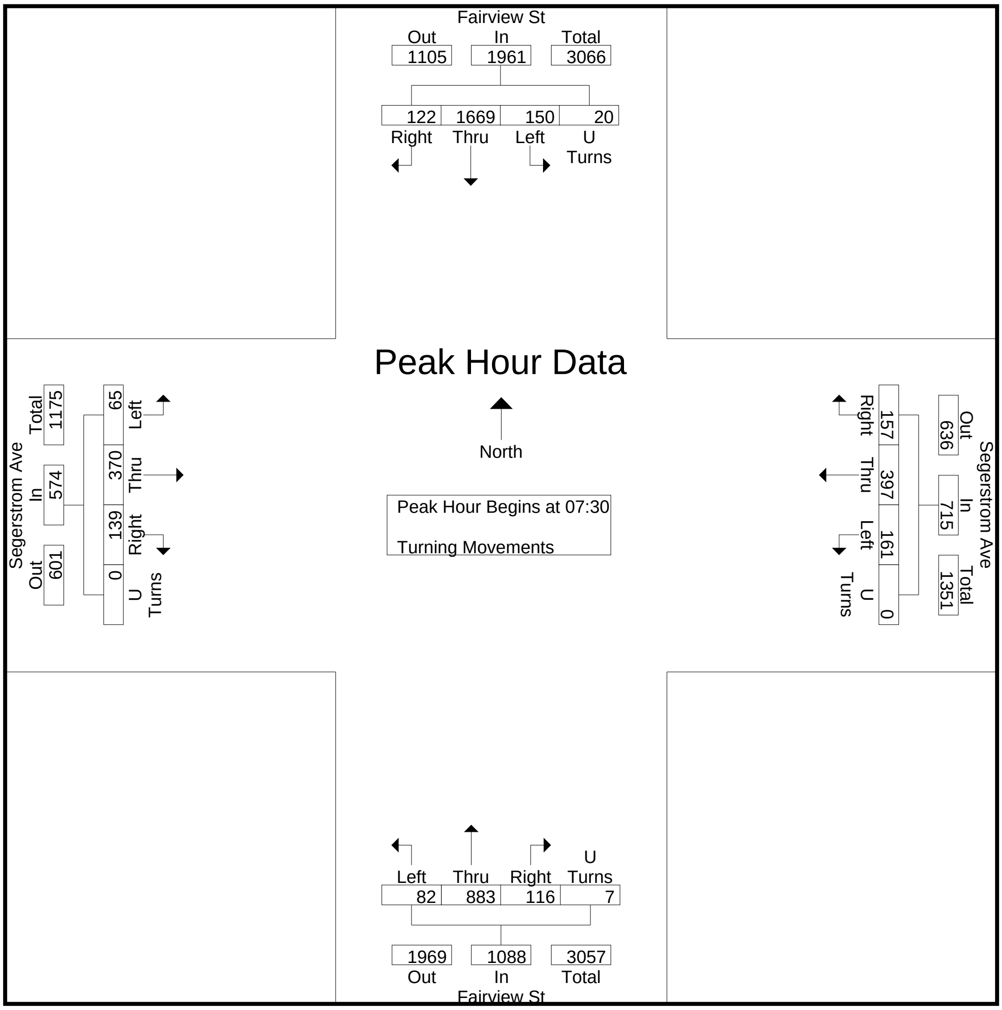
Groups Printed- Turning Movements

	Fairview St Southbound				Segerstrom Ave Westbound				Fairview St Northbound				Segerstrom Ave Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	30	340	44	0	29	75	17	0	10	105	17	0	25	54	12	0	758
07:15	19	316	34	4	26	49	18	0	20	145	16	0	31	75	13	0	766
07:30	24	467	43	6	36	86	36	0	27	200	18	2	35	87	17	0	1084
07:45	45	387	46	2	43	115	53	0	30	218	20	2	43	112	11	0	1127
Total	118	1510	167	12	134	325	124	0	87	668	71	4	134	328	53	0	3735
08:00	32	449	39	7	43	102	33	0	31	250	23	1	32	88	12	0	1142
08:15	21	366	22	5	35	94	39	0	28	215	21	2	29	83	25	0	985
08:30	20	401	17	6	36	65	28	0	21	189	21	0	45	85	15	0	949
08:45	21	367	25	4	27	76	24	0	11	149	9	2	39	73	10	0	837
Total	94	1583	103	22	141	337	124	0	91	803	74	5	145	329	62	0	3913
16:00	25	247	36	8	48	165	18	0	40	339	96	0	49	153	26	0	1250
16:15	43	227	25	6	29	139	14	0	35	434	89	0	43	116	30	0	1230
16:30	23	189	25	6	53	157	20	0	36	358	70	0	27	145	31	0	1140
16:45	20	220	15	3	33	170	18	0	59	393	100	1	21	132	37	0	1222
Total	111	883	101	23	163	631	70	0	170	1524	355	1	140	546	124	0	4842
17:00	14	211	25	11	41	185	23	0	35	424	69	0	34	115	25	0	1212
17:15	20	200	19	11	34	179	11	1	42	445	64	1	25	125	25	0	1202
17:30	21	181	14	9	35	174	16	0	37	443	87	1	32	110	22	0	1182
17:45	18	187	24	10	47	176	18	0	33	407	102	1	33	121	18	0	1195
Total	73	779	82	41	157	714	68	1	147	1719	322	3	124	471	90	0	4791
Grand Total	396	4755	453	98	595	2007	386	1	495	4714	822	13	543	1674	329	0	17281
Apprch %	6.9	83.4	7.9	1.7	19.9	67.1	12.9	0	8.2	78	13.6	0.2	21.3	65.8	12.9	0	
Total %	2.3	27.5	2.6	0.6	3.4	11.6	2.2	0	2.9	27.3	4.8	0.1	3.1	9.7	1.9	0	

City: Costa Mesa
N-S Directions: Fairview St
E-W Directions:Segerstrom Ave

File Name : H2206001
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

	Fairview St Southbound					Segerstrom Ave Westbound					Fairview St Northbound					Segerstrom Ave Eastbound				
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	24	**467**	43	6	**540**	36	86	36	0	158	27	200	18	**2**							
07:45	**45**	**387**	**46**	**2**	**480**	**43**	**115**	**53**	**0**	**211**	30	218	20	2	270	**43**	**112**	11	0	**166**	1127
08:00	32	449	39	**7**							**31**	**250**	**23**		**305**	32	88	12	0	132	**1142**
08:15	21	366	22	5	414	35	94	39	0	168	28	215	21	2	266	29	83	**25**			
Total Volume	122	1669	150	20	1961	157	397	161	0	715	116	883	82	7	1088	139	370	65	0	574	4338
% App. Total	6.2	85.1	7.6	1		22	55.5	22.5	0		10.7	81.2	7.5	0.6		24.2	64.5	11.3	0		
PHF	.678	.893	.815	.714	.908	.913	.863	.759	.000	.847	.935	.883	.891	.875	.892	.808	.826	.650	.000	.864	.950

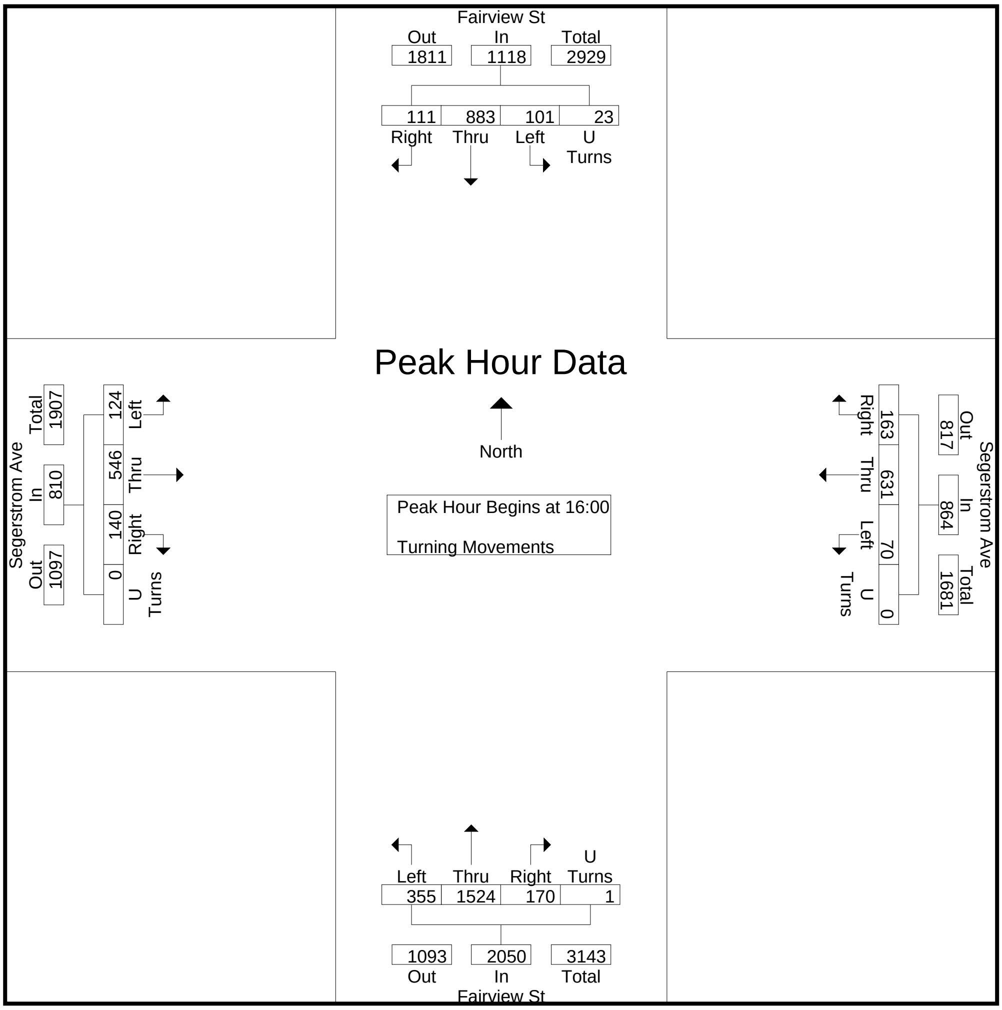


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Fairview St
E-W Directions:Segerstrom Ave

File Name : H2206001
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

	Fairview St Southbound					Segerstrom Ave Westbound					Fairview St Northbound					Segerstrom Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	25	**247**	**36**	**8**	**316**	48	165	18	0	**231**	40	339	96	0	475	**49**	**153**	26	0	**228**	**1250**
16:15	**43**											**434**	89	0	**558**	43	116	30	0	189	1230
16:30	23	189	25	6	243	**53**		**20**													
16:45	**20**	**220**	**15**	**3**	**258**	**33**	**170**	18	0	221	**59**	**393**	**100**	**1**	**553**	**21**	**132**	**37**	**0**	**190**	**1222**
Total Volume	111	883	101	23	1118	163	631	70	0	864	170	1524	355	1	2050	140	546	124	0	810	4842
% App. Total	9.9	79	9	2.1		18.9	73	8.1	0		8.3	74.3	17.3	0		17.3	67.4	15.3	0		
PHF	.645	.894	.701	.719	.884	.769	.928	.875	.000	.935	.720	.878	.888	.250	.918	.714	.892	.838	.000	.888	.968



City : Costa Mesa
N-S Direction : Bear St
E-W Direction: Segerstrom Ave

File Name : H2206002
Site Code : 00000000
Start Date : 5/24/2022
Page No : 1

Groups Printed- Turning Movements

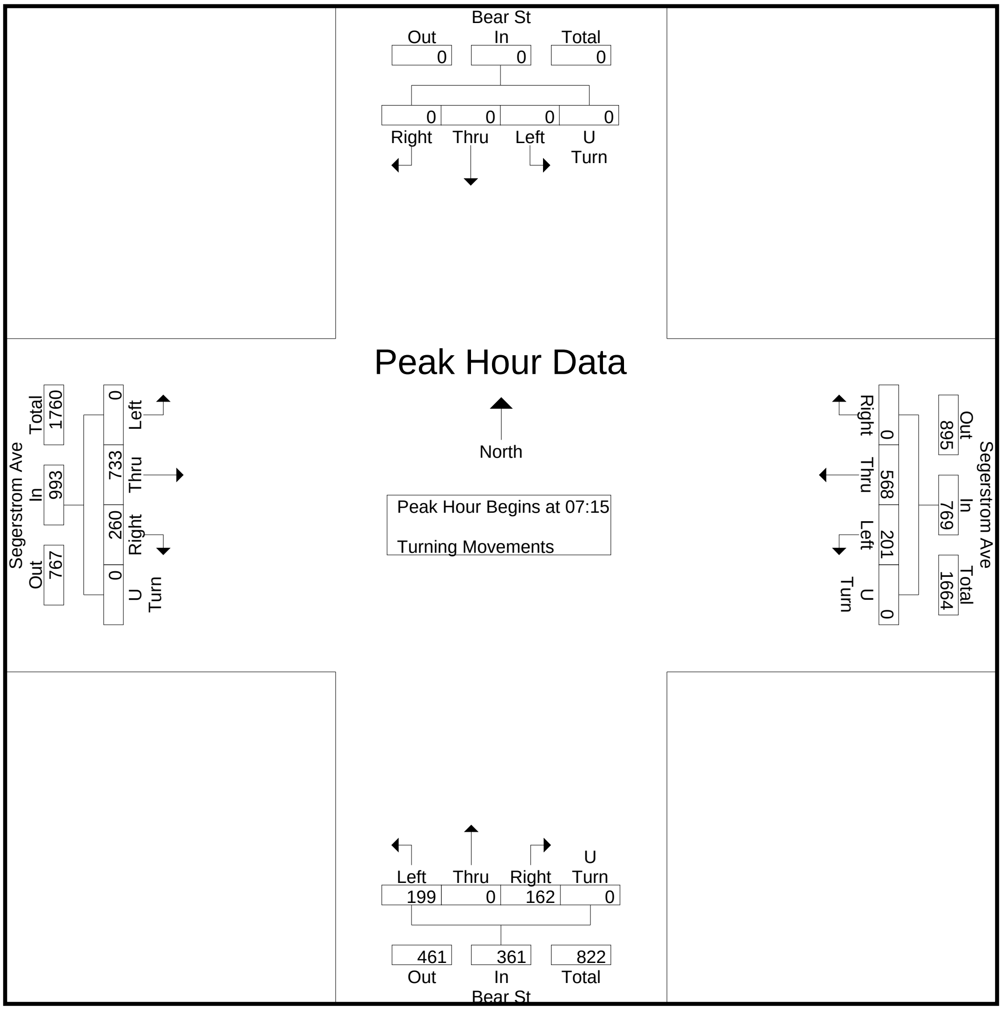
	Bear St Southbound				Segerstrom Ave Westbound				Bear St Northbound				Segerstrom Ave Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	0	0	0	0	0	72	17	0	10	0	11	0	30	130	0	0	270
07:15	0	0	0	0	0	113	27	0	22	0	41	0	61	193	0	0	457
07:30	0	0	0	0	0	140	54	0	38	0	49	0	70	209	0	0	560
07:45	0	0	0	0	0	172	59	0	48	0	67	0	76	175	0	0	597
Total	0	0	0	0	0	497	157	0	118	0	168	0	237	707	0	0	1884
08:00	0	0	0	0	0	143	61	0	54	0	42	0	53	156	0	0	509
08:15	0	0	0	0	0	80	30	0	60	0	34	0	44	142	0	0	390
08:30	0	0	0	0	0	89	24	0	31	0	28	0	34	138	0	0	344
08:45	0	0	0	0	0	80	16	0	20	0	26	0	35	85	0	0	262
Total	0	0	0	0	0	392	131	0	165	0	130	0	166	521	0	0	1505
16:00	0	0	0	0	0	220	27	0	56	0	119	0	26	150	0	0	598
16:15	0	0	0	0	0	198	28	0	58	0	139	0	25	134	0	0	582
16:30	0	0	0	0	0	238	28	0	49	0	139	0	23	168	0	0	645
16:45	0	0	0	0	0	234	37	0	62	0	137	0	33	143	0	0	646
Total	0	0	0	0	0	890	120	0	225	0	534	0	107	595	0	0	2471
17:00	0	0	0	0	0	250	33	0	47	0	161	0	34	140	0	0	665
17:15	0	0	0	0	0	270	38	0	59	0	137	0	29	141	0	0	674
17:30	0	0	0	0	0	253	41	0	59	0	134	0	30	123	0	0	640
17:45	0	0	0	0	0	187	53	0	65	0	104	3	36	114	0	0	562
Total	0	0	0	0	0	960	165	0	230	0	536	3	129	518	0	0	2541
Grand Total	0	0	0	0	0	2739	573	0	738	0	1368	3	639	2341	0	0	8401
Apprch %	0	0	0	0	0	82.7	17.3	0	35	0	64.9	0.1	21.4	78.6	0	0	
Total %	0	0	0	0	0	32.6	6.8	0	8.8	0	16.3	0	7.6	27.9	0	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Bear St
E-W Direction: Segerstrom Ave

File Name : H2206002
Site Code : 00000000
Start Date : 5/24/2022
Page No : 2

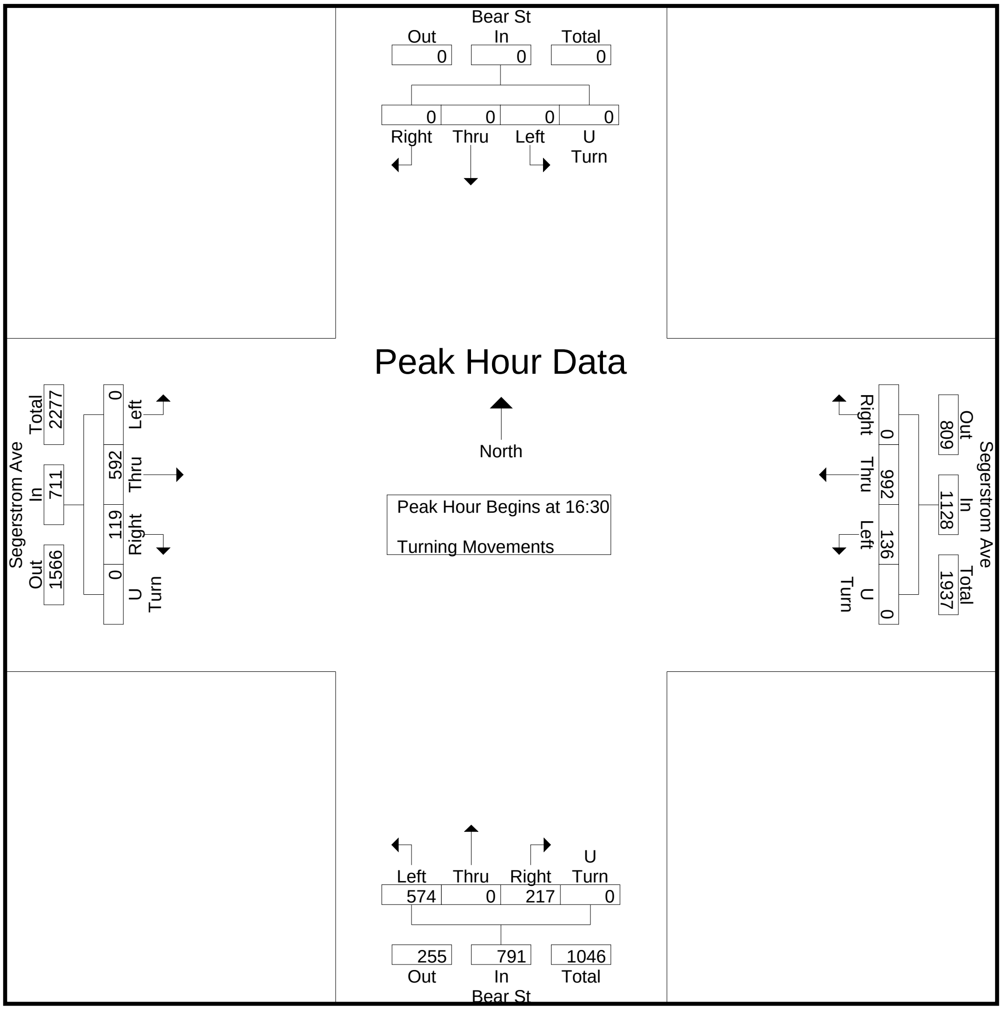
	Bear St Southbound					Segerstrom Ave Westbound					Bear St Northbound					Segerstrom Ave Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	0	113	27	0	140	22	0	41	0	63	61	193	0	0	254	457
07:30	0	0	0	0	0	0	140	54	0	194	38	0	49	0	87	70	**209**	0	0	**279**	560
07:45	0	0	0	0	0	0	**172**	59	0	**231**	48	0	**67**		**115**	**76**					**597**
08:00	0	0	0	0	0	0	143	**61**			**54**										
Total Volume	0	0	0	0	0	0	568	201	0	769	162	0	199	0	361	260	733	0	0	993	2123
% App. Total	0	0	0	0		0	73.9	26.1	0		44.9	0	55.1	0		26.2	73.8	0	0		
PHF	.000	.000	.000	.000	.000	.000	.826	.824	.000	.832	.750	.000	.743	.000	.785	.855	.877	.000	.000	.890	.889



City : Costa Mesa
N-S Direction : Bear St
E-W Direction: Segerstrom Ave

File Name : H2206002
Site Code : 00000000
Start Date : 5/24/2022
Page No : 3

	Bear St Southbound					Segerstrom Ave Westbound					Bear St Northbound					Segerstrom Ave Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	238	28	0	266	49	0	139	0	188	23	**168**	0	0	**191**	645
16:45	0	0	0	0	0	0	234	37	0	271	**62**										
17:00	**0**	**0**	**0**	**0**	**0**	**0**	**250**	**33**	**0**	**283**	**47**	**0**	**161**	**0**	**208**	**34**	**140**	**0**	**0**	**174**	**665**
17:15	**0**	**0**	**0**	**0**	**0**	**0**	**270**	**38**	**0**	**308**	59	0	137	0	196	29	141	0	0	170	**674**
Total Volume	0	0	0	0	0	0	992	136	0	1128	217	0	574	0	791	119	592	0	0	711	2630
% App. Total	0	0	0	0		0	87.9	12.1	0		27.4	0	72.6	0		16.7	83.3	0	0		
PHF	.000	.000	.000	.000	.000	.000	.919	.895	.000	.916	.875	.000	.891	.000	.951	.875	.881	.000	.000	.931	.976



City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: Segerstrom Ave

File Name : H2206003
Site Code : 00000000
Start Date : 5/26/2022
Page No : 1

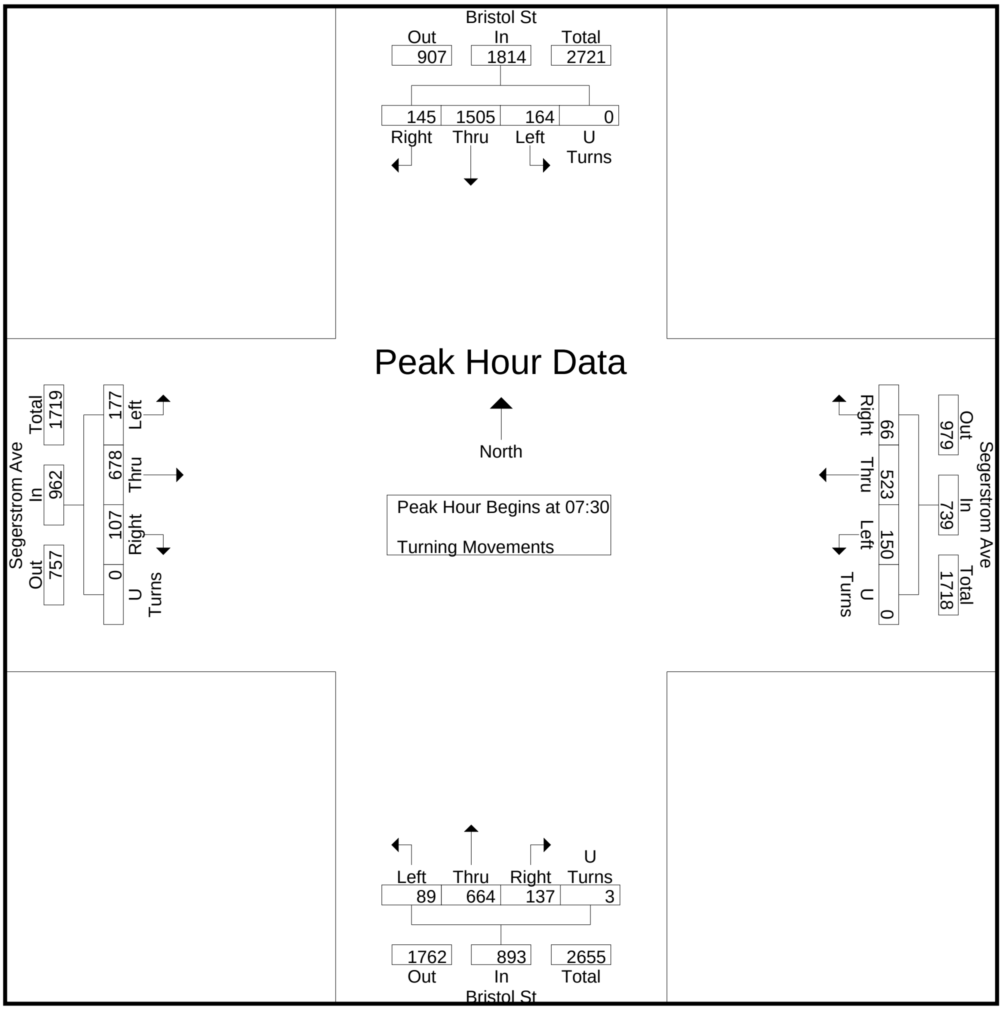
Groups Printed- Turning Movements

	Bristol St Southbound				Segerstrom Ave Westbound				Bristol St Northbound				Segerstrom Ave Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	14	281	29	0	8	48	16	0	18	111	5	0	20	130	12	0	692
07:15	17	323	38	0	17	98	34	0	28	151	18	0	22	176	40	0	962
07:30	40	389	68	0	17	155	38	0	38	180	25	0	21	227	60	0	1258
07:45	46	396	37	0	20	174	41	0	44	155	31	0	22	145	35	0	1146
Total	117	1389	172	0	62	475	129	0	128	597	79	0	85	678	147	0	4058
08:00	29	373	28	0	16	121	36	0	28	141	12	1	35	178	34	0	1032
08:15	30	347	31	0	13	73	35	0	27	188	21	2	29	128	48	0	972
08:30	13	304	24	0	12	73	27	0	25	116	11	0	15	122	40	0	782
08:45	13	319	25	0	12	59	20	1	10	142	15	1	14	79	29	0	739
Total	85	1343	108	0	53	326	118	1	90	587	59	4	93	507	151	0	3525
16:00	19	202	26	2	24	238	31	0	47	353	60	0	15	153	42	0	1212
16:15	23	242	26	1	18	183	34	0	39	363	56	0	11	82	44	0	1122
16:30	33	184	31	1	19	252	36	0	41	317	44	2	18	148	52	0	1178
16:45	37	233	29	1	24	206	34	0	30	406	64	2	20	97	40	0	1223
Total	112	861	112	5	85	879	135	0	157	1439	224	4	64	480	178	0	4735
17:00	36	184	26	3	24	227	42	0	54	310	48	1	14	131	53	0	1153
17:15	33	208	22	0	15	250	42	0	43	321	74	0	15	108	40	0	1171
17:30	40	222	25	2	24	183	32	0	49	340	50	0	14	120	48	0	1149
17:45	28	212	21	1	29	227	43	0	39	357	36	2	12	111	28	0	1146
Total	137	826	94	6	92	887	159	0	185	1328	208	3	55	470	169	0	4619
Grand Total	451	4419	486	11	292	2567	541	1	560	3951	570	11	297	2135	645	0	16937
Apprch %	8.4	82.3	9.1	0.2	8.6	75.5	15.9	0	11	77.6	11.2	0.2	9.7	69.4	21	0	
Total %	2.7	26.1	2.9	0.1	1.7	15.2	3.2	0	3.3	23.3	3.4	0.1	1.8	12.6	3.8	0	

City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: Segerstrom Ave

File Name : H2206003
Site Code : 00000000
Start Date : 5/26/2022
Page No : 2

	Bristol St Southbound					Segerstrom Ave Westbound					Bristol St Northbound					Segerstrom Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	40	389	**68**		**497**	17	155	38	0	210	38	180	25	0	**243**	21	**227**	**60**		**308**	**1258**
07:45	**46**	**396**	37	0	479	**20**	**174**	**41**		**235**	**44**		**31**								
08:00	**29**	**373**	**28**	**0**	**430**	**16**	**121**	**36**	**0**	**173**	**28**	**141**	**12**	**1**	**182**	**35**	**178**	**34**	**0**	**247**	**1032**
08:15	**30**	**347**	**31**	**0**	**408**	**13**	**73**	**35**	**0**	**121**	**27**	**188**	21	**2**	**238**	**29**	**128**	**48**	**0**	**205**	**972**
Total Volume	145	1505	164	0	1814	66	523	150	0	739	137	664	89	3	893	107	678	177	0	962	4408
% App. Total	8	83	9	0		8.9	70.8	20.3	0		15.3	74.4	10	0.3		11.1	70.5	18.4	0		
PHF	.788	.950	.603	.000	.912	.825	.751	.915	.000	.786	.778	.883	.718	.375	.919	.764	.747	.738	.000	.781	.876

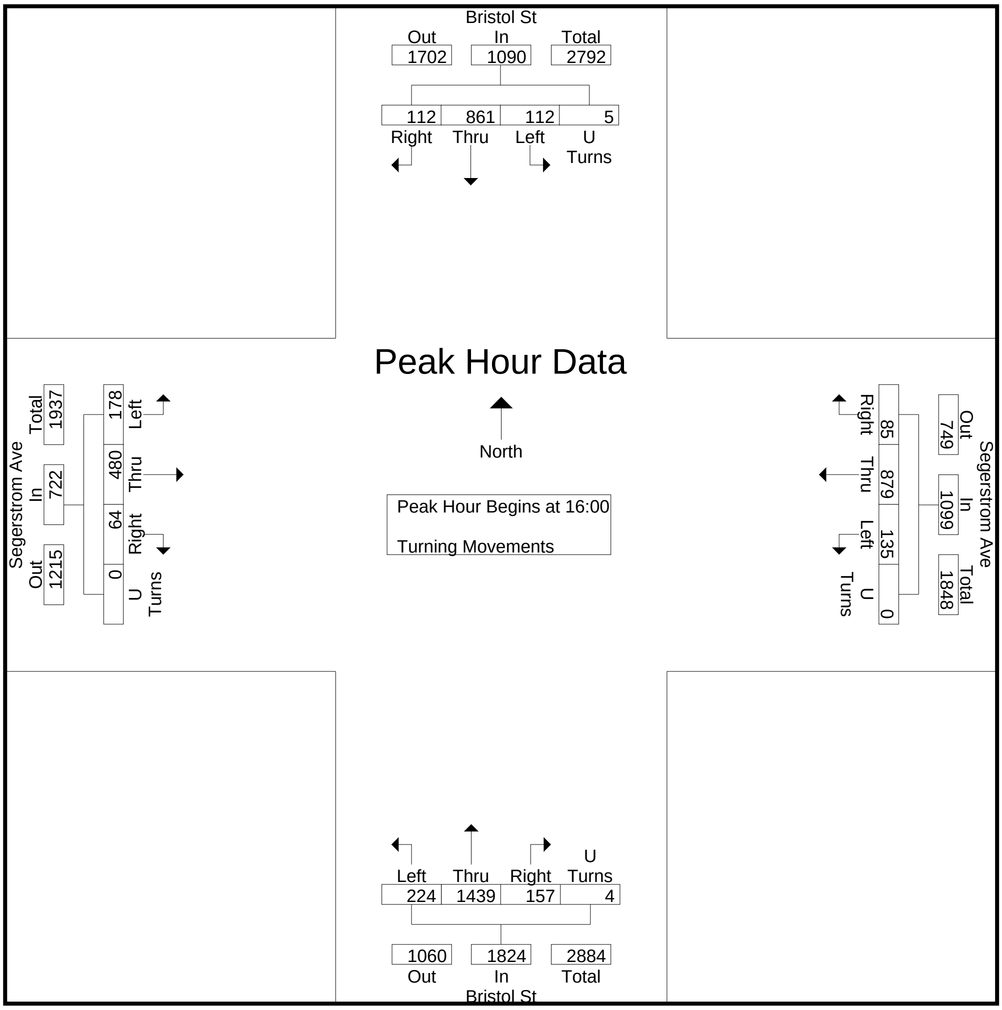


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: Segerstrom Ave

File Name : H2206003
Site Code : 00000000
Start Date : 5/26/2022
Page No : 3

	Bristol St Southbound					Segerstrom Ave Westbound					Bristol St Northbound					Segerstrom Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	19	202	26	**2**		**24**					**47**						**153**	42	0	210	1212
16:15	23	**242**	26	1	292	18	183	34	0	235	39	363	56	0	458	11	82	44	0	137	1122
16:30	33	184	**31**				**252**	**36**		**307**	41	317	44	**2**				**52**		**218**	1178
16:45	**37**				**300**	24	206	34	0	264	30	**406**	**64**		**502**	**20**					**1223**
Total Volume	112	861	112	5	1090	85	879	135	0	1099	157	1439	224	4	1824	64	480	178	0	722	4735
% App. Total	10.3	79	10.3	0.5		7.7	80	12.3	0		8.6	78.9	12.3	0.2		8.9	66.5	24.7	0		
PHF	.757	.889	.903	.625	.908	.885	.872	.938	.000	.895	.835	.886	.875	.500	.908	.800	.784	.856	.000	.828	.968



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Santa Ana
N-S Directions: Flower St
E-W Directions: Segerstrom Ave Dyer Rd

File Name : H2206004
Site Code : 00000000
Start Date : 5/24/2022
Page No : 1

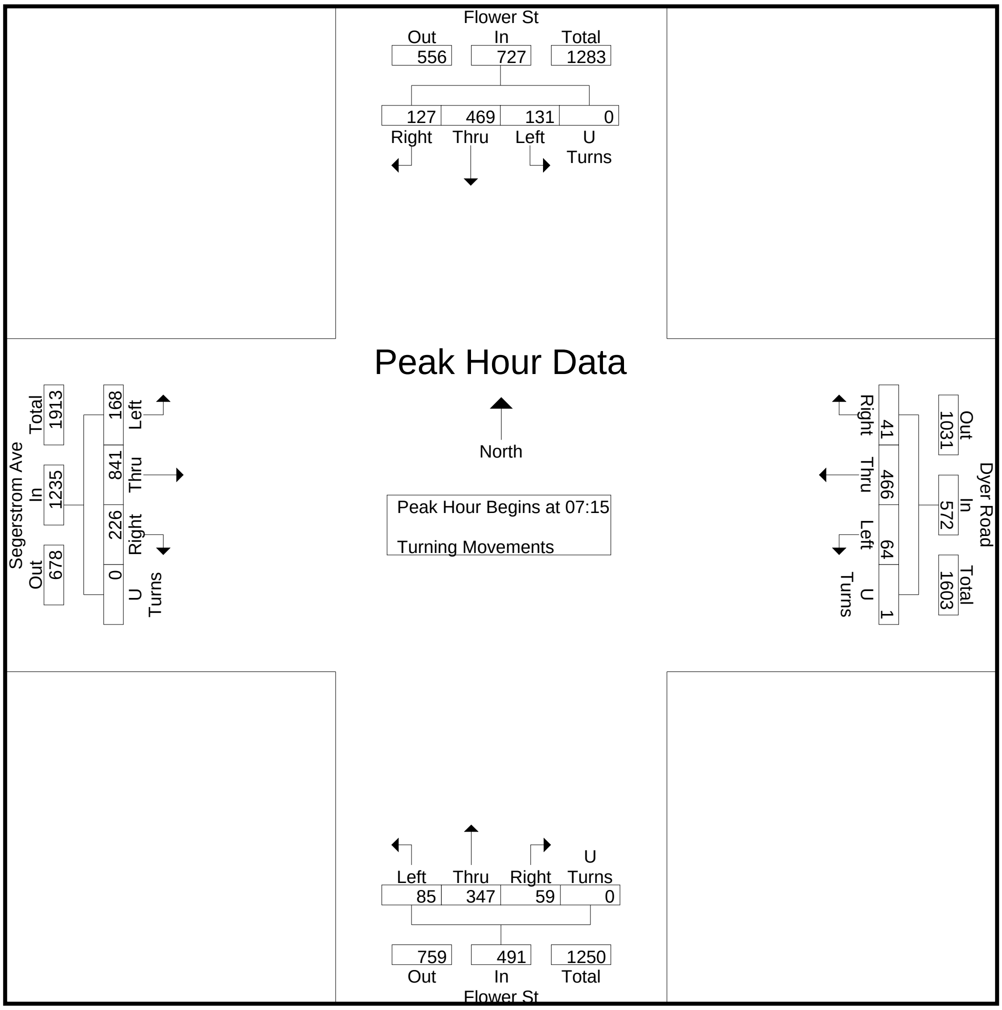
Groups Printed- Turning Movements

	Flower St Southbound				Dyer Road Westbound				Flower St Northbound				Segerstrom Ave Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	13	85	34	0	11	75	5	0	4	49	18	0	55	154	12	0	515
07:15	25	137	42	0	3	80	17	1	11	85	28	0	70	191	21	0	711
07:30	36	130	31	0	20	127	17	0	22	106	26	0	78	256	47	0	896
07:45	39	99	29	0	9	149	22	0	17	108	17	0	47	218	58	0	812
Total	113	451	136	0	43	431	61	1	54	348	89	0	250	819	138	0	2934
08:00	27	103	29	0	9	110	8	0	9	48	14	0	31	176	42	0	606
08:15	14	91	32	0	9	98	4	0	8	49	8	0	20	176	21	0	530
08:30	11	68	26	0	9	75	6	0	6	41	7	0	13	156	12	0	430
08:45	9	65	17	0	12	67	2	0	7	29	8	0	11	147	8	0	382
Total	61	327	104	0	39	350	20	0	30	167	37	0	75	655	83	0	1948
16:00	12	54	19	0	41	254	3	0	13	154	22	0	20	143	30	0	765
16:15	9	65	13	0	41	258	9	0	13	172	18	0	21	154	16	0	789
16:30	17	58	15	0	44	235	9	0	11	168	21	0	17	134	27	0	756
16:45	17	52	13	0	37	262	11	0	6	145	16	0	14	149	37	0	759
Total	55	229	60	0	163	1009	32	0	43	639	77	0	72	580	110	0	3069
17:00	15	61	15	0	40	266	7	0	12	196	25	0	14	158	28	0	837
17:15	13	65	14	0	44	304	5	0	6	143	25	0	20	120	30	0	789
17:30	31	73	14	0	31	234	4	0	7	180	22	0	10	124	22	0	752
17:45	27	78	15	0	24	235	7	0	9	140	26	0	15	124	23	0	723
Total	86	277	58	0	139	1039	23	0	34	659	98	0	59	526	103	0	3101
Grand Total	315	1284	358	0	384	2829	136	1	161	1813	301	0	456	2580	434	0	11052
Apprch %	16.1	65.6	18.3	0	11.5	84.4	4.1	0	7.1	79.7	13.2	0	13.1	74.4	12.5	0	
Total %	2.9	11.6	3.2	0	3.5	25.6	1.2	0	1.5	16.4	2.7	0	4.1	23.3	3.9	0	

City: Santa Ana
N-S Directions: Flower St
E-W Directions: Segerstrom Ave Dyer Rd

File Name : H2206004
Site Code : 00000000
Start Date : 5/24/2022
Page No : 2

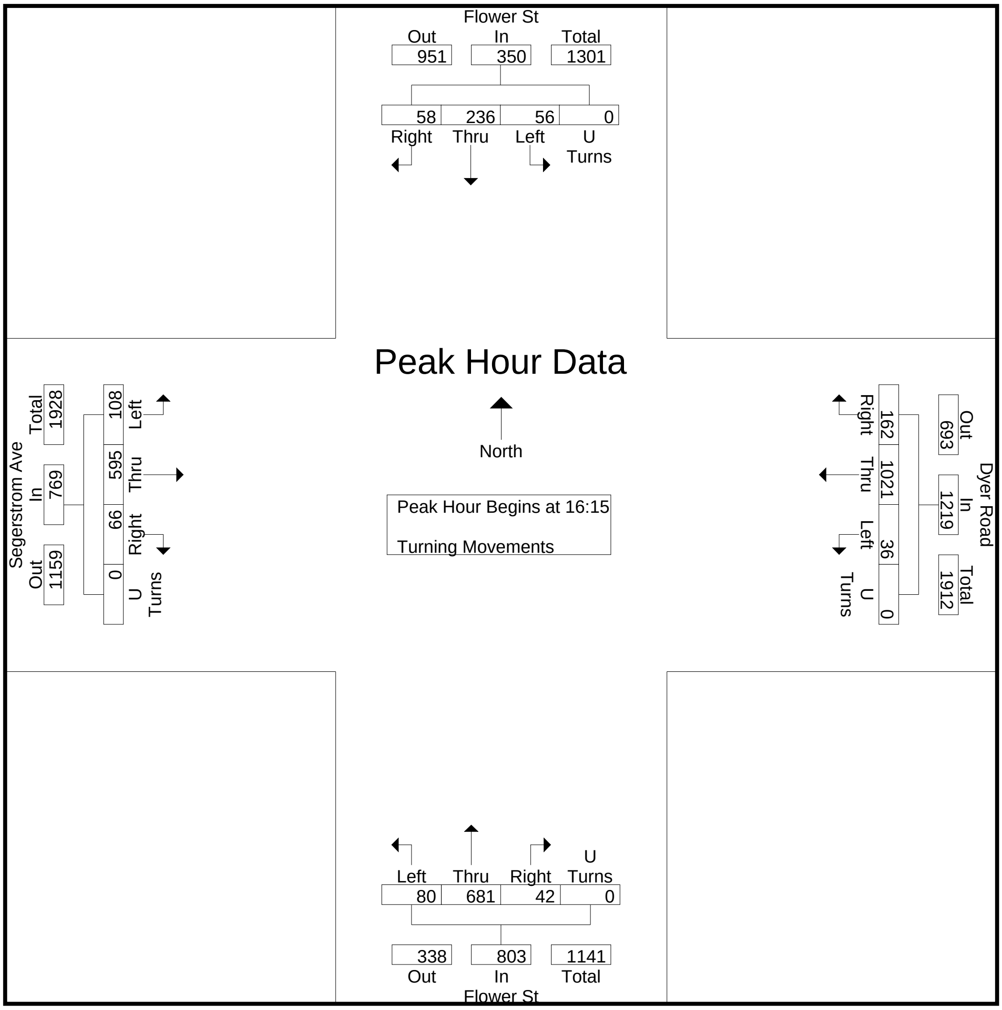
	Flower St Southbound					Dyer Road Westbound					Flower St Northbound					Segerstrom Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	25	**137**	**42**		**204**	3	80	17	**1**				**28**								
07:30	**36**	**130**	**31**	**0**	**197**	**20**	**127**	**17**	**0**	**164**	**22**	**106**	**26**	**0**	**154**	**78**	**256**	47	0	**381**	**896**
07:45	**39**						**149**	**22**		**180**	17	**108**	17	0	142	47	218	**58**			
08:00	**27**	**103**	**29**	**0**	**159**	**9**	**110**	**8**	**0**	**127**	**9**	**48**	**14**	**0**	**71**	**31**	**176**	**42**	**0**	**249**	**606**
Total Volume	127	469	131	0	727	41	466	64	1	572	59	347	85	0	491	226	841	168	0	1235	3025
% App. Total	17.5	64.5	18	0		7.2	81.5	11.2	0.2		12	70.7	17.3	0		18.3	68.1	13.6	0		
PHF	.814	.856	.780	.000	.891	.513	.782	.727	.250	.794	.670	.803	.759	.000	.797	.724	.821	.724	.000	.810	.844



City: Santa Ana
N-S Directions: Flower St
E-W Directions: Segerstrom Ave Dyer Rd

File Name : H2206004
Site Code : 00000000
Start Date : 5/24/2022
Page No : 3

	Flower St Southbound					Dyer Road Westbound					Flower St Northbound					Segerstrom Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	9	**65**	13	0	87	41	258	9	0	308	**13**					**21**					
16:30	**17**	**58**	**15**	**0**	**90**	**44**	**235**	**9**	**0**	**288**	**11**	**168**	**21**	**0**	**200**	**17**	**134**	**27**	**0**	**178**	**756**
16:45	**17**	**52**	**13**	**0**	**82**	**37**	**262**	**11**	**0**	**310**	**6**	**145**	**16**	**0**	**167**	**14**	**149**	**37**	**0**	**200**	759
17:00	15	61	15	0	**91**	40	**266**	7	0	**313**	12	**196**	**25**		**233**	14	**158**	28	0	200	**837**
Total Volume	58	236	56	0	350	162	1021	36	0	1219	42	681	80	0	803	66	595	108	0	769	3141
% App. Total	16.6	67.4	16	0		13.3	83.8	3	0		5.2	84.8	10	0		8.6	77.4	14	0		
PHF	.853	.908	.933	.000	.962	.920	.960	.818	.000	.974	.808	.869	.800	.000	.862	.786	.941	.730	.000	.961	.938



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Main St
E-W Directions: Dyer Rd

File Name : H2206005
Site Code : 00000000
Start Date : 5/24/2022
Page No : 1

Groups Printed- Turning Movements

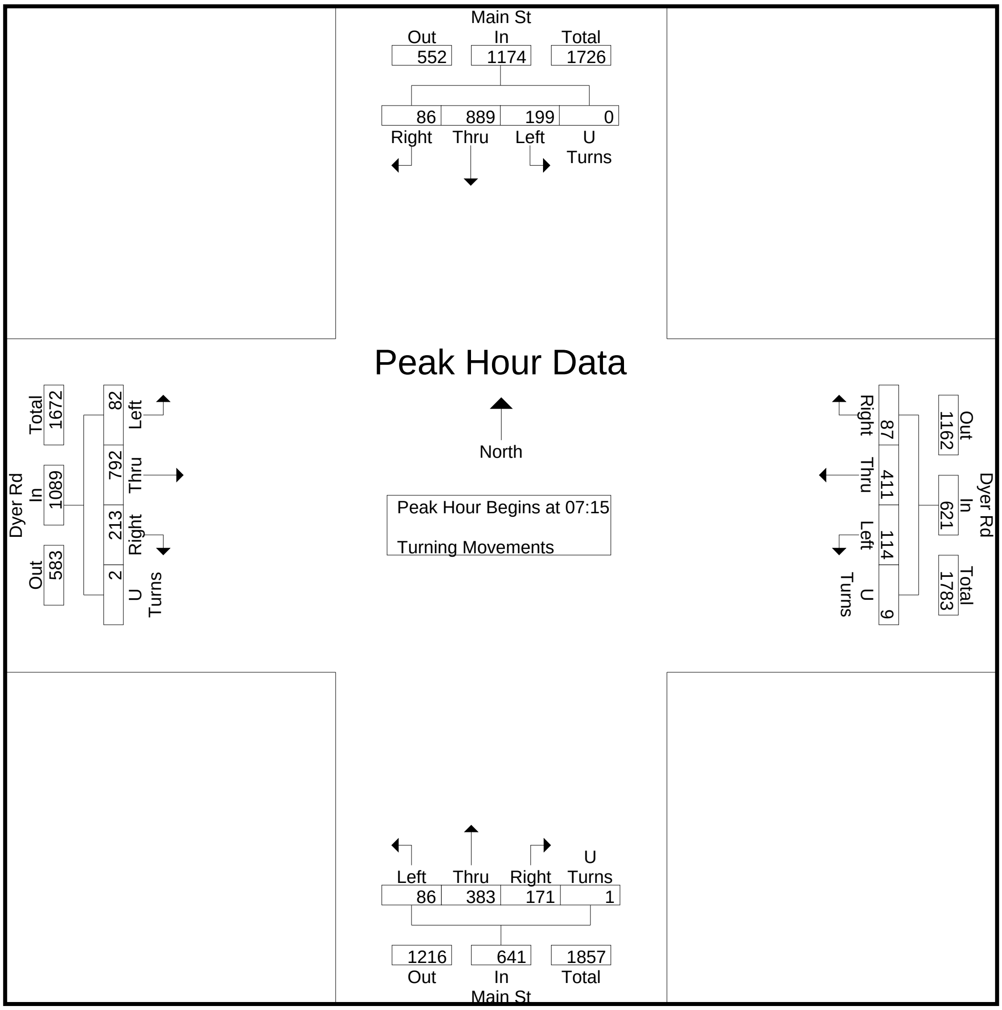
	Main St Southbound				Dyer Rd Westbound				Main St Northbound				Dyer Rd Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	18	208	44	1	26	64	21	1	25	60	14	0	23	153	21	1	680
07:15	27	211	45	0	27	113	24	0	31	76	18	0	50	194	19	0	835
07:30	27	242	65	0	19	115	41	0	46	115	26	1	61	193	22	1	974
07:45	21	195	47	0	17	105	21	2	49	97	21	0	59	227	21	1	883
Total	93	856	201	1	89	397	107	3	151	348	79	1	193	767	83	3	3372
08:00	11	241	42	0	24	78	28	7	45	95	21	0	43	178	20	0	833
08:15	8	210	47	0	21	76	26	0	41	85	17	0	39	145	15	0	730
08:30	13	168	33	0	24	74	22	0	32	61	13	0	42	144	13	0	639
08:45	14	202	51	0	40	62	21	3	29	74	15	0	34	124	7	2	678
Total	46	821	173	0	109	290	97	10	147	315	66	0	158	591	55	2	2880
16:00	18	114	25	0	41	213	29	1	112	241	53	0	22	136	18	1	1024
16:15	21	118	24	0	47	207	14	1	92	278	25	0	16	138	18	5	1004
16:30	30	112	38	0	43	236	23	3	97	284	53	0	16	136	23	0	1094
16:45	20	112	30	0	57	254	33	0	74	230	41	1	20	141	9	1	1023
Total	89	456	117	0	188	910	99	5	375	1033	172	1	74	551	68	7	4145
17:00	28	101	28	0	32	224	20	1	94	292	64	0	28	133	18	1	1064
17:15	23	104	26	1	66	285	26	0	71	293	54	0	21	145	15	4	1134
17:30	31	146	27	0	43	207	30	0	100	289	30	2	19	107	22	0	1053
17:45	22	120	17	0	42	179	47	0	88	267	35	0	12	118	25	5	977
Total	104	471	98	1	183	895	123	1	353	1141	183	2	80	503	80	10	4228
Grand Total	332	2604	589	2	569	2492	426	19	1026	2837	500	4	505	2412	286	22	14625
Apprch %	9.4	73.8	16.7	0.1	16.2	71.1	12.2	0.5	23.5	65	11.4	0.1	15.7	74.8	8.9	0.7	
Total %	2.3	17.8	4	0	3.9	17	2.9	0.1	7	19.4	3.4	0	3.5	16.5	2	0.2	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Main St
E-W Directions: Dyer Rd

File Name : H2206005
Site Code : 00000000
Start Date : 5/24/2022
Page No : 2

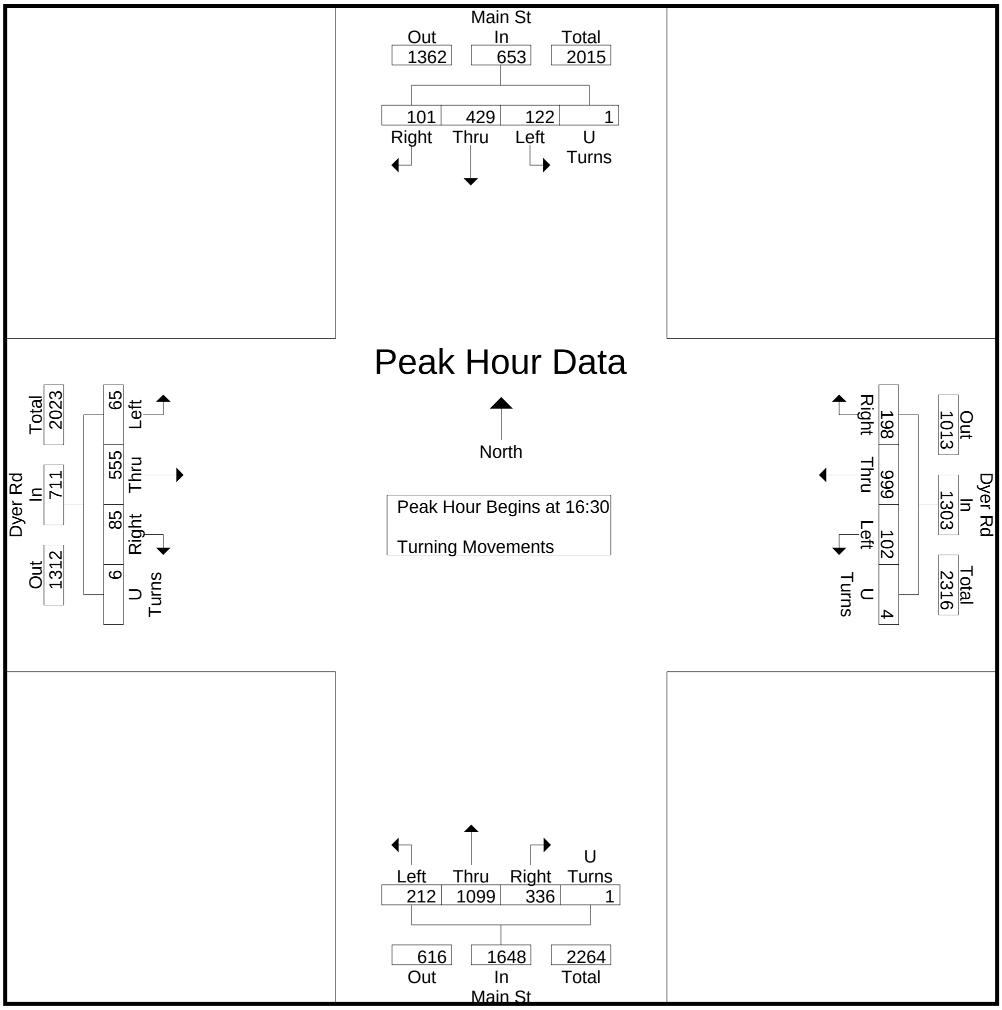
	Main St Southbound					Dyer Rd Westbound					Main St Northbound					Dyer Rd Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	**27**					**27**															
07:30	**27**	**242**	**65**	**0**	**334**	19	**115**	**41**	**0**	**175**	46	**115**	**26**	**1**	**188**	**61**	**193**	**22**	**1**	**277**	**974**
07:45	21	195	47	0	263	17	105	21	2	145	**49**						**227**	21	1	**308**	883
08:00	11	241	42	0	294	24	78	28	**7**												
Total Volume	86	889	199	0	1174	87	411	114	9	621	171	383	86	1	641	213	792	82	2	1089	3525
% App. Total	7.3	75.7	17	0		14	66.2	18.4	1.4		26.7	59.8	13.4	0.2		19.6	72.7	7.5	0.2		
PHF	.796	.918	.765	.000	.879	.806	.893	.695	.321	.887	.872	.833	.827	.250	.852	.873	.872	.932	.500	.884	.905



City: Costa Mesa
N-S Directions: Main St
E-W Directions: Dyer Rd

File Name : H2206005
Site Code : 00000000
Start Date : 5/24/2022
Page No : 3

	Main St Southbound					Dyer Rd Westbound					Main St Northbound					Dyer Rd Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	**30**	**112**	**38**		**180**	43	236	23	**3**		**97**							**23**			
16:45	**20**	**112**	**30**	**0**	**162**	**57**	**254**	**33**	**0**	**344**	**74**	**230**	**41**	**1**	**346**	**20**	**141**	**9**	**1**	**171**	**1023**
17:00	**28**	**101**	**28**	**0**	**157**	**32**	**224**	**20**	**1**	**277**	**94**	**292**	**64**	**0**	**450**	**28**	**133**	**18**	**1**	**180**	**1064**
17:15	**23**	**104**	**26**	**1**	**154**	**66**	**285**	26	0	**377**	71	**293**	54	0	418	21	**145**	15	**4**	**185**	**1134**
Total Volume	101	429	122	1	653	198	999	102	4	1303	336	1099	212	1	1648	85	555	65	6	711	4315
% App. Total	15.5	65.7	18.7	0.2		15.2	76.7	7.8	0.3		20.4	66.7	12.9	0.1		12	78.1	9.1	0.8		
PHF	.842	.958	.803	.250	.907	.750	.876	.773	.333	.864	.866	.938	.828	.250	.916	.759	.957	.707	.375	.961	.951



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Fairview St
E-W Directions:MacAruthur Blvd

File Name : H2206006
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

Groups Printed- Turning Movements

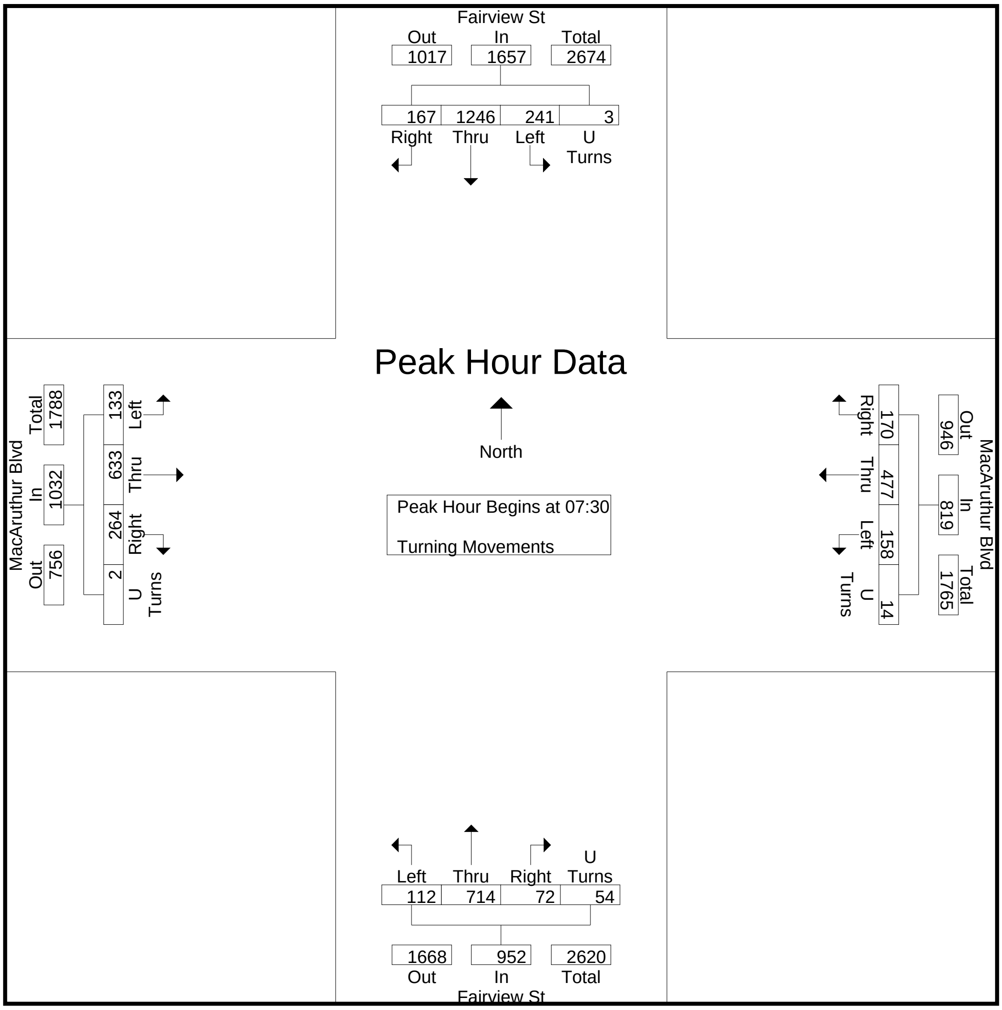
	Fairview St Southbound				MacAruthur Blvd Westbound				Fairview St Northbound				MacAruthur Blvd Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	23	254	33	1	12	75	28	3	11	109	15	3	43	100	10	0	720
07:15	38	303	58	0	29	81	24	3	19	187	20	3	42	114	15	0	936
07:30	43	349	64	0	49	120	48	3	14	147	32	20	65	144	28	1	1127
07:45	54	340	68	1	44	132	52	3	23	225	29	28	57	157	31	1	1245
Total	158	1246	223	2	134	408	152	12	67	668	96	54	207	515	84	2	4028
08:00	35	296	66	1	46	112	25	4	22	203	28	5	72	184	51	0	1150
08:15	35	261	43	1	31	113	33	4	13	139	23	1	70	148	23	0	938
08:30	47	351	31	0	21	80	35	2	13	146	20	0	56	131	30	0	963
08:45	28	250	38	4	24	97	30	0	10	120	20	1	45	154	25	0	846
Total	145	1158	178	6	122	402	123	10	58	608	91	7	243	617	129	0	3897
16:00	31	184	40	5	72	173	32	3	37	409	27	3	57	207	66	0	1346
16:15	19	179	28	6	65	206	33	1	33	382	35	2	43	191	62	0	1285
16:30	30	178	30	1	58	168	18	4	23	425	32	2	51	200	71	0	1291
16:45	30	191	35	8	62	162	29	7	32	468	35	2	44	141	67	0	1313
Total	110	732	133	20	257	709	112	15	125	1684	129	9	195	739	266	0	5235
17:00	12	173	34	8	64	220	31	6	32	376	38	2	53	250	84	1	1384
17:15	20	179	39	5	66	203	29	5	29	469	39	2	52	200	59	0	1396
17:30	27	136	29	7	87	203	34	3	22	386	44	2	44	187	90	0	1301
17:45	27	164	37	4	54	158	23	4	26	412	33	4	41	134	60	0	1181
Total	86	652	139	24	271	784	117	18	109	1643	154	10	190	771	293	1	5262
Grand Total	499	3788	673	52	784	2303	504	55	359	4603	470	80	835	2642	772	3	18422
Apprch %	10	75.6	13.4	1	21.5	63.2	13.8	1.5	6.5	83.5	8.5	1.5	19.6	62.1	18.2	0.1	
Total %	2.7	20.6	3.7	0.3	4.3	12.5	2.7	0.3	1.9	25	2.6	0.4	4.5	14.3	4.2	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Fairview St
E-W Directions:MacAruthur Blvd

File Name : H2206006
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

	Fairview St Southbound					MacAruthur Blvd Westbound					Fairview St Northbound					MacAruthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	43	**349**	64	0	456	**49**							**32**						**1**		
07:45	**54**	**340**	**68**	**1**	**463**	44	**132**	**52**	**3**	**231**	**23**	**225**	29	**28**	**305**	57	157	31	1	246	**1245**
08:00	35	296	66	1	398	46	112	25	**4**							**72**	**184**	**51**		**307**	1150
08:15	35	261	43	1	340	31	113	33	4	181	13	139	23	1	176	70	148	23	0	241	938
Total Volume	167	1246	241	3	1657	170	477	158	14	819	72	714	112	54	952	264	633	133	2	1032	4460
% App. Total	10.1	75.2	14.5	0.2		20.8	58.2	19.3	1.7		7.6	75	11.8	5.7		25.6	61.3	12.9	0.2		
PHF	.773	.893	.886	.750	.895	.867	.903	.760	.875	.886	.783	.793	.875	.482	.780	.917	.860	.652	.500	.840	.896

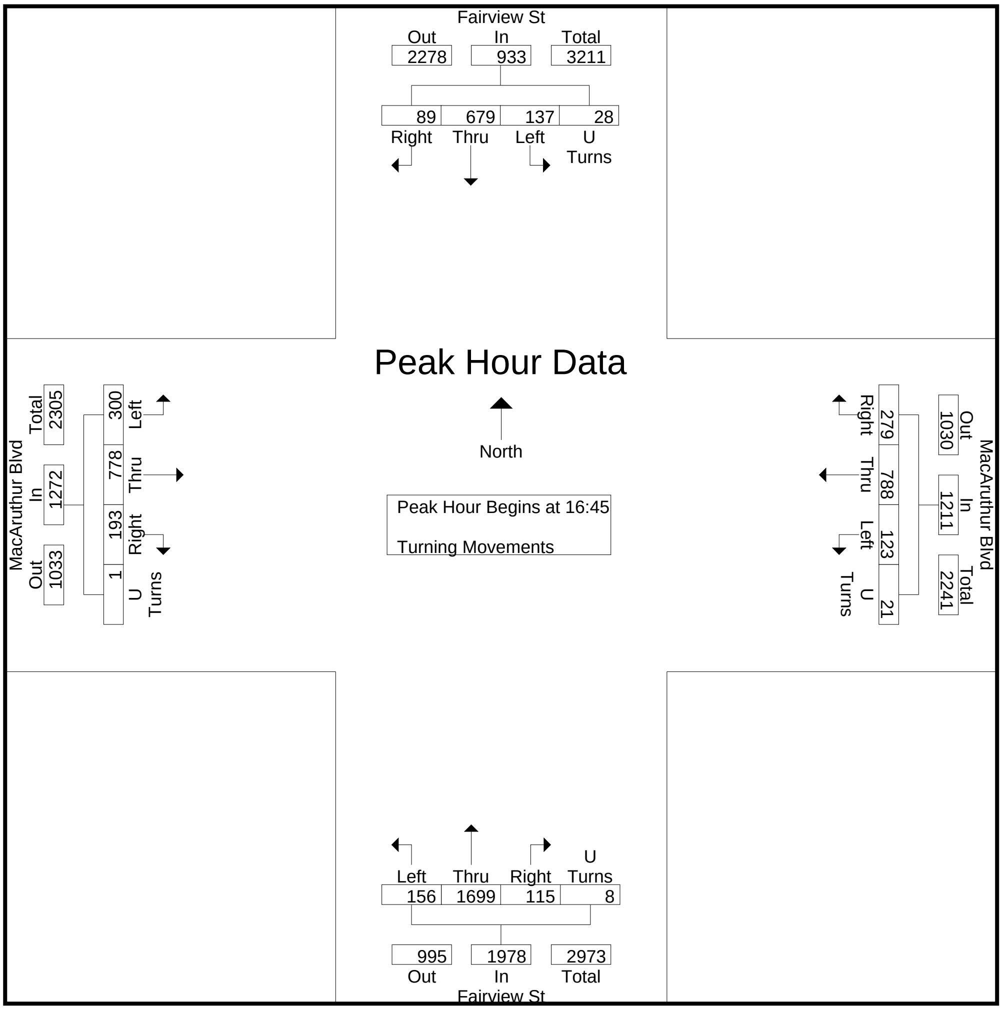


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Fairview St
E-W Directions:MacAruthur Blvd

File Name : H2206006
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

	Fairview St Southbound					MacAruthur Blvd Westbound					Fairview St Northbound					MacAruthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	**30**	**191**	35	**8**	**264**	62	162	29	**7**		**32**			**2**							
17:00	**12**	**173**	**34**	**8**	**227**	**64**	**220**	31	6	321	32	376	38	2	448	**53**	**250**	84	**1**	**388**	1384
17:15	20	179	**39**									**469**	39	2	**539**	52	200	59	0	311	**1396**
17:30	27	136	29	7	199	**87**		**34**		**327**	22	386	**44**					**90**			
Total Volume	89	679	137	28	933	279	788	123	21	1211	115	1699	156	8	1978	193	778	300	1	1272	5394
% App. Total	9.5	72.8	14.7	3		23	65.1	10.2	1.7		5.8	85.9	7.9	0.4		15.2	61.2	23.6	0.1		
PHF	.742	.889	.878	.875	.884	.802	.895	.904	.750	.926	.898	.906	.886	1.00	.917	.910	.778	.833	.250	.820	.966



City: Costa Mesa
N-S Directions: Bear St
E-W Directions: MacArthur Blvd

File Name : H2206007
Site Code : 00000000
Start Date : 5/26/2022
Page No : 1

Groups Printed- Turning Movements

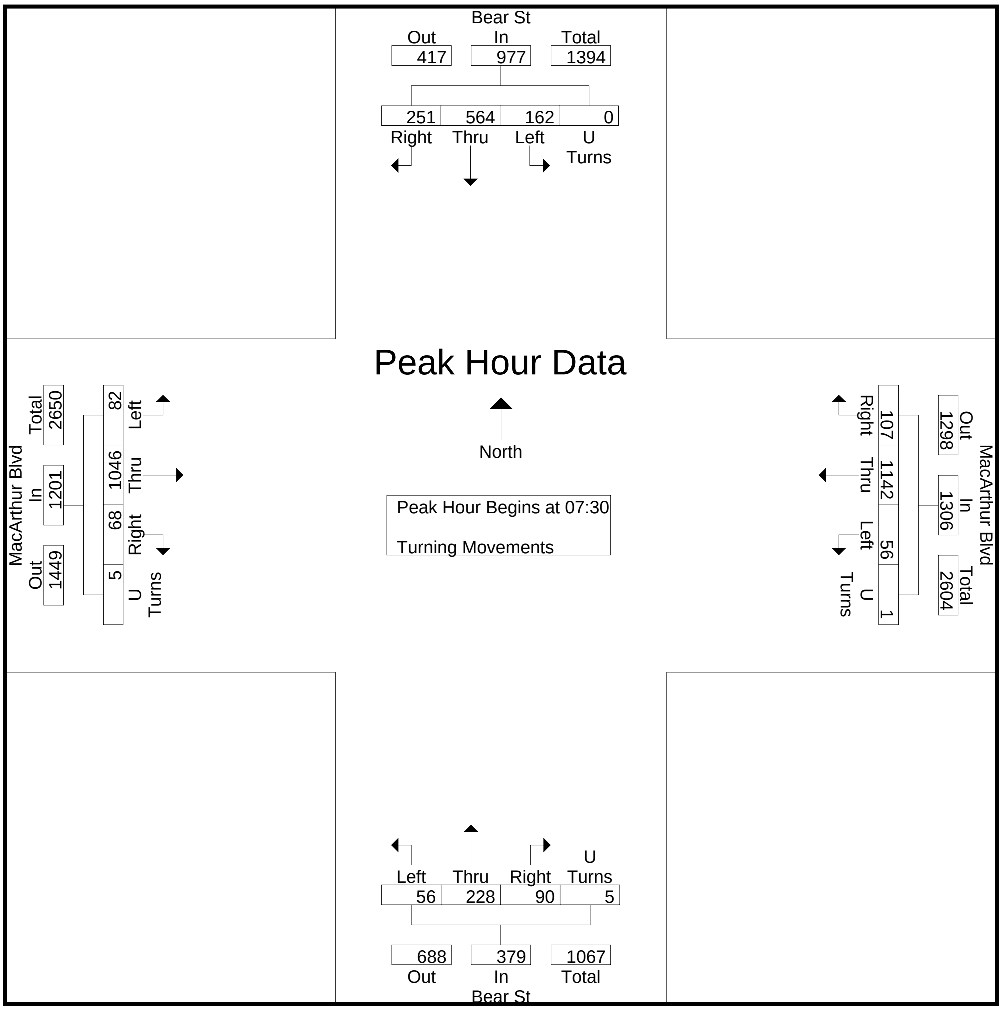
	Bear St Southbound				MacArthur Blvd Westbound				Bear St Northbound				MacArthur Blvd Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	10	78	26	0	16	112	11	0	13	16	9	0	7	142	7	0	447
07:15	16	83	27	0	19	233	6	0	11	61	15	1	21	225	11	0	729
07:30	60	172	45	0	23	269	19	0	35	85	13	0	16	234	9	0	980
07:45	75	151	38	0	43	387	18	0	22	58	21	1	27	296	31	3	1171
Total	161	484	136	0	101	1001	54	0	81	220	58	2	71	897	58	3	3327
08:00	73	130	41	0	26	262	10	0	10	42	15	2	12	259	32	2	916
08:15	43	111	38	0	15	224	9	1	23	43	7	2	13	257	10	0	796
08:30	19	100	39	0	18	108	13	0	26	54	7	2	17	191	10	2	606
08:45	17	87	25	0	11	103	20	0	17	43	10	0	13	170	7	0	523
Total	152	428	143	0	70	697	52	1	76	182	39	6	55	877	59	4	2841
16:00	13	59	24	0	42	262	16	0	36	194	44	0	19	205	27	2	943
16:15	20	67	26	0	47	337	24	0	38	193	29	0	27	208	21	1	1038
16:30	18	60	23	0	51	269	15	0	43	231	32	1	15	190	28	4	980
16:45	8	57	21	0	61	299	17	0	56	173	31	2	39	219	24	0	1007
Total	59	243	94	0	201	1167	72	0	173	791	136	3	100	822	100	7	3968
17:00	14	62	28	0	70	296	21	0	38	234	33	1	25	235	18	0	1075
17:15	12	49	27	0	69	345	23	0	44	215	39	0	27	215	26	0	1091
17:30	18	66	32	0	67	331	30	1	45	182	39	0	16	232	21	1	1081
17:45	16	60	36	0	65	293	22	0	55	164	32	1	19	191	33	0	987
Total	60	237	123	0	271	1265	96	1	182	795	143	2	87	873	98	1	4234
Grand Total	432	1392	496	0	643	4130	274	2	512	1988	376	13	313	3469	315	15	14370
Apprch %	18.6	60	21.4	0	12.7	81.8	5.4	0	17.7	68.8	13	0.4	7.6	84.4	7.7	0.4	
Total %	3	9.7	3.5	0	4.5	28.7	1.9	0	3.6	13.8	2.6	0.1	2.2	24.1	2.2	0.1	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Bear St
E-W Directions: MacArthur Blvd

File Name : H2206007
Site Code : 00000000
Start Date : 5/26/2022
Page No : 2

	Bear St					MacArthur Blvd					Bear St					MacArthur Blvd					
	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	60	**172**	**45**		**277**	23	269	**19**			**35**	**85**	13	0	**133**	16	234	9	0	259	980
07:45	**75**					**43**	**387**	18	0	**448**	22	58	**21**			**27**	**296**	31	**3**	**357**	**1171**
08:00	73	130	41	0	244	26	262	10	0	298	10	42	15	**2**				**32**			
08:15	**43**	**111**	**38**	**0**	**192**	**15**	**224**	**9**	**1**	**249**	**23**	**43**	**7**	**2**	**75**	**13**	**257**	**10**	**0**	**280**	**796**
Total Volume	251	564	162	0	977	107	1142	56	1	1306	90	228	56	5	379	68	1046	82	5	1201	3863
% App. Total	25.7	57.7	16.6	0		8.2	87.4	4.3	0.1		23.7	60.2	14.8	1.3		5.7	87.1	6.8	0.4		
PHF	.837	.820	.900	.000	.882	.622	.738	.737	.250	.729	.643	.671	.667	.625	.712	.630	.883	.641	.417	.841	.825

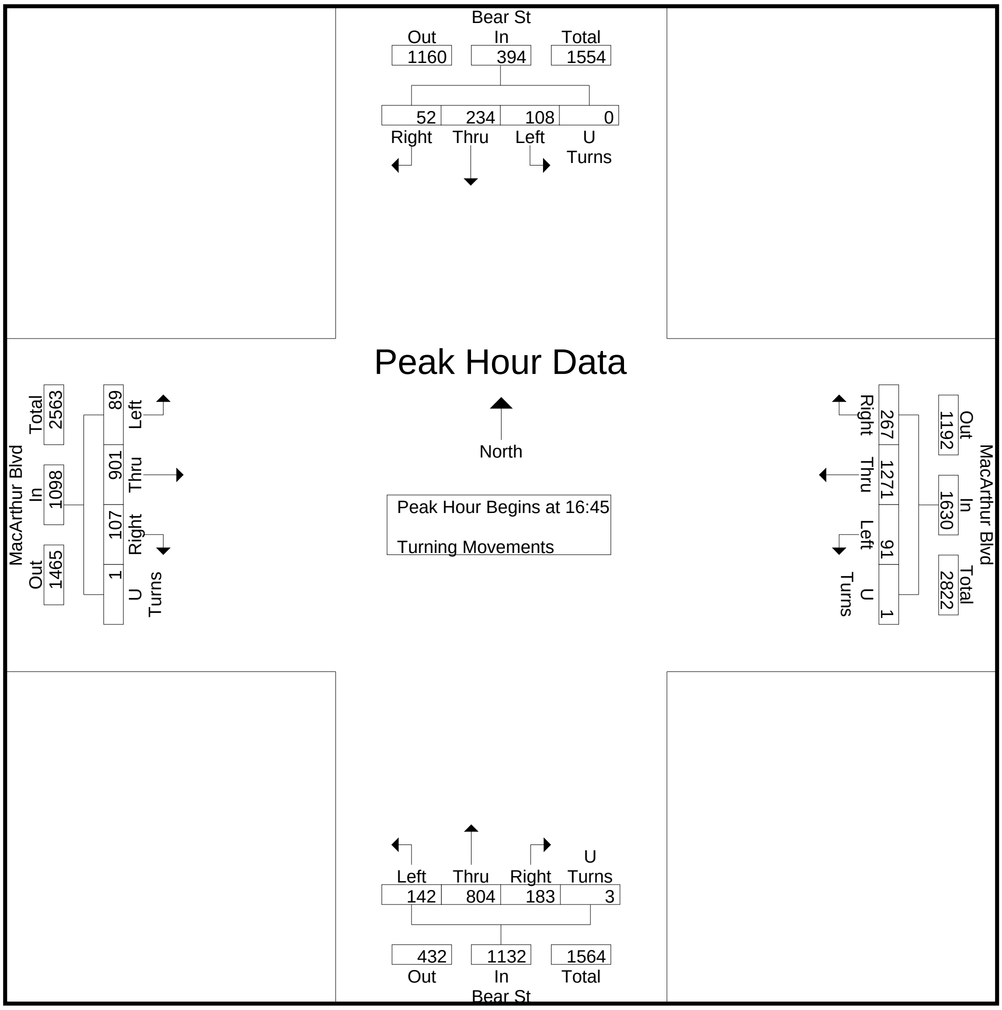


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Bear St
E-W Directions: MacArthur Blvd

File Name : H2206007
Site Code : 00000000
Start Date : 5/26/2022
Page No : 3

	Bear St Southbound					MacArthur Blvd Westbound					Bear St Northbound					MacArthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	8	57	21	0	86	61	299	17	0	377	**56**			**2**		**39**				**282**	1007
17:00	14	62	28	0	104	**70**						**234**	33	1	**306**	25	**235**	18	0	278	1075
17:15	12	49	27	0	88	69	**345**	23	0	**437**	44	215	**39**					**26**			**1091**
17:30	**18**	**66**	**32**		**116**	67	331	**30**	**1**										**1**		
Total Volume	52	234	108	0	394	267	1271	91	1	1630	183	804	142	3	1132	107	901	89	1	1098	4254
% App. Total	13.2	59.4	27.4	0		16.4	78	5.6	0.1		16.2	71	12.5	0.3		9.7	82.1	8.1	0.1		
PHF	.722	.886	.844	.000	.849	.954	.921	.758	.250	.932	.817	.859	.910	.375	.925	.686	.959	.856	.250	.973	.975



City: Costa Mesa
N-S Directions: South Plaza Dr
E-W Directions: MacArthur Blvd

File Name : H2206008
Site Code : 00000000
Start Date : 5/26/2022
Page No : 1

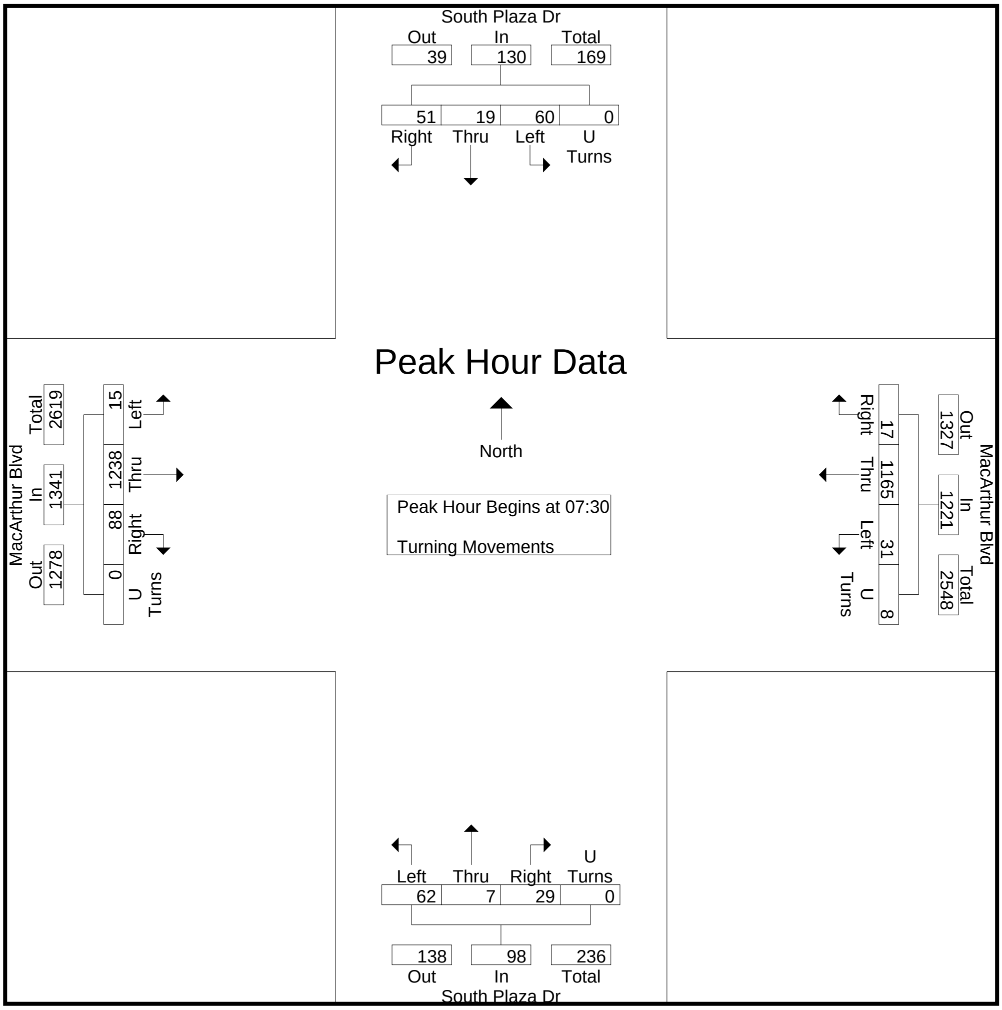
Groups Printed- Turning Movements

	South Plaza Dr Southbound				MacArthur Blvd Westbound				South Plaza Dr Northbound				MacArthur Blvd Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	9	3	11	0	1	118	5	0	7	1	12	0	9	152	5	0	333
07:15	4	3	16	0	6	228	4	2	5	1	14	0	8	276	6	0	573
07:30	12	3	21	0	7	301	3	0	12	0	12	0	29	300	3	0	703
07:45	13	6	11	0	2	393	10	7	12	3	14	0	19	334	4	0	828
Total	38	15	59	0	16	1040	22	9	36	5	52	0	65	1062	18	0	2437
08:00	19	9	9	0	7	255	6	1	1	4	21	0	20	309	3	0	664
08:15	7	1	19	0	1	216	12	0	4	0	15	0	20	295	5	0	595
08:30	6	3	6	0	3	110	6	0	8	1	16	0	26	229	8	0	422
08:45	4	2	15	0	6	125	7	0	14	2	17	0	31	172	3	1	399
Total	36	15	49	0	17	706	31	1	27	7	69	0	97	1005	19	1	2080
*** BREAK ***																	
16:00	10	0	9	0	8	288	18	3	26	3	39	0	34	226	6	0	670
16:15	8	5	12	0	8	314	13	2	27	6	55	0	26	248	7	0	731
16:30	8	3	9	0	12	292	13	2	25	7	54	0	21	240	5	0	691
16:45	8	2	4	0	13	305	23	4	31	8	58	0	24	261	10	0	751
Total	34	10	34	0	41	1199	67	11	109	24	206	0	105	975	28	0	2843
17:00	8	3	9	0	16	315	11	3	26	12	56	0	23	274	5	1	762
17:15	9	1	3	0	5	382	22	5	31	8	50	0	26	262	6	1	811
17:30	5	4	5	0	8	317	15	2	40	15	72	0	30	271	10	0	794
17:45	12	7	8	0	11	323	18	6	27	9	55	0	43	246	7	1	773
Total	34	15	25	0	40	1337	66	16	124	44	233	0	122	1053	28	3	3140
Grand Total	142	55	167	0	114	4282	186	37	296	80	560	0	389	4095	93	4	10500
Apprch %	39	15.1	45.9	0	2.5	92.7	4	0.8	31.6	8.5	59.8	0	8.5	89.4	2	0.1	
Total %	1.4	0.5	1.6	0	1.1	40.8	1.8	0.4	2.8	0.8	5.3	0	3.7	39	0.9	0	

City: Costa Mesa
N-S Directions: South Plaza Dr
E-W Directions: MacArthur Blvd

File Name : H2206008
Site Code : 00000000
Start Date : 5/26/2022
Page No : 2

	South Plaza Dr Southbound					MacArthur Blvd Westbound					South Plaza Dr Northbound					MacArthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	12	3	**21**			**7**					**12**					**29**					
07:45	**13**	**6**	**11**	**0**	**30**	**2**	**393**	10	**7**	**412**	12	3	14	0	**29**	19	**334**	4	0	**357**	**828**
08:00	**19**	**9**	9	0	**37**	7	255	6	1	269	1	**4**	**21**								
08:15	**7**	**1**	**19**	**0**	**27**	**1**	**216**	**12**	**0**	**229**	**4**	**0**	**15**	**0**	**19**	**20**	**295**	**5**	**0**	**320**	**595**
Total Volume	51	19	60	0	130	17	1165	31	8	1221	29	7	62	0	98	88	1238	15	0	1341	2790
% App. Total	39.2	14.6	46.2	0		1.4	95.4	2.5	0.7		29.6	7.1	63.3	0		6.6	92.3	1.1	0		
PHF	.671	.528	.714	.000	.878	.607	.741	.646	.286	.741	.604	.438	.738	.000	.845	.759	.927	.750	.000	.939	.842

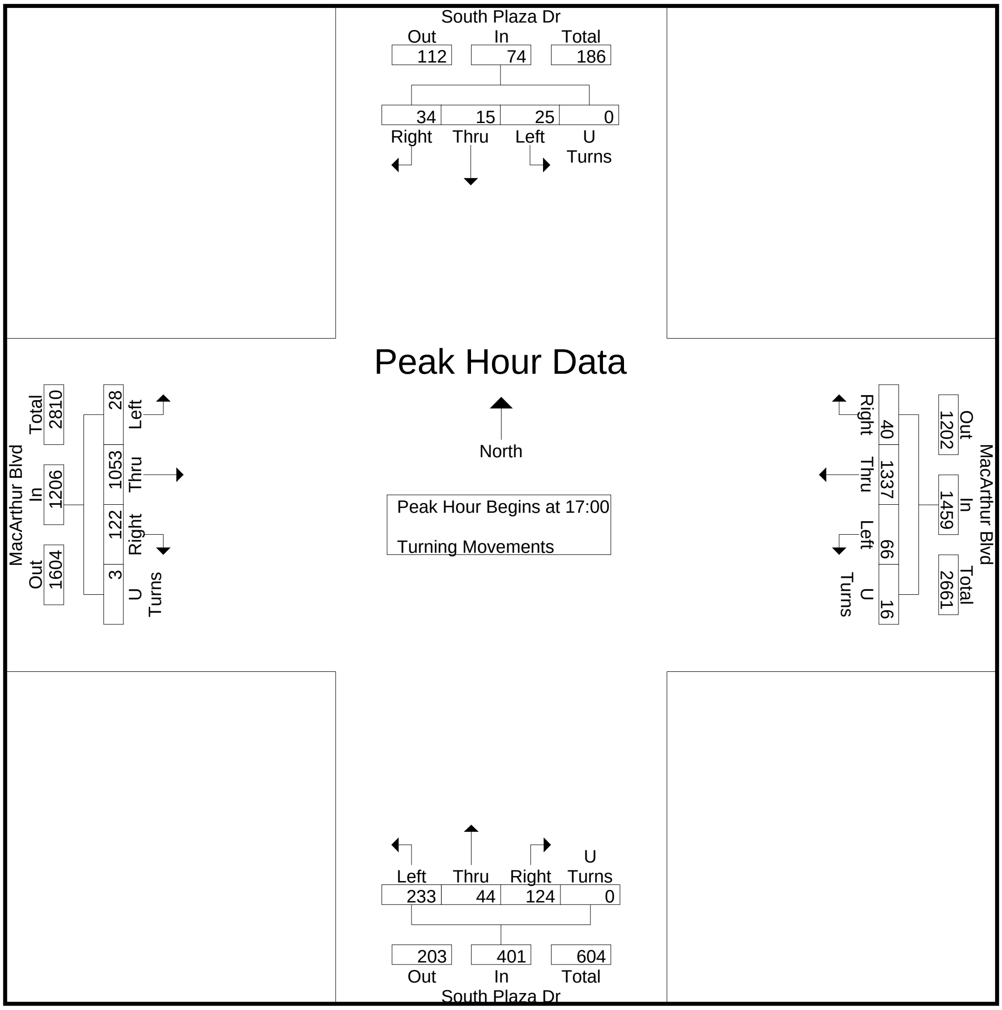


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: South Plaza Dr
E-W Directions: MacArthur Blvd

File Name : H2206008
Site Code : 00000000
Start Date : 5/26/2022
Page No : 3

	South Plaza Dr Southbound					MacArthur Blvd Westbound					South Plaza Dr Northbound					MacArthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	8	3	**9**			**16**											**274**	5	**1**		
17:15	**9**	**1**	**3**	**0**	**13**	**5**	**382**	**22**	**5**	**414**	31	8	50	0	89	26	262	6	1	295	**811**
17:30	5	4	5	0	14	8	317	15	2	342	**40**	**15**	**72**		**127**	30	271	**10**		**311**	794
17:45	**12**	**7**	8	0	**27**	11	323	18	**6**							**43**					
Total Volume	34	15	25	0	74	40	1337	66	16	1459	124	44	233	0	401	122	1053	28	3	1206	3140
% App. Total	45.9	20.3	33.8	0		2.7	91.6	4.5	1.1		30.9	11	58.1	0		10.1	87.3	2.3	0.2		
PHF	.708	.536	.694	.000	.685	.625	.875	.750	.667	.881	.775	.733	.809	.000	.789	.709	.961	.700	.750	.969	.968



City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: MacArthur Blvd

File Name : H2206009
Site Code : 00000000
Start Date : 5/26/2022
Page No : 1

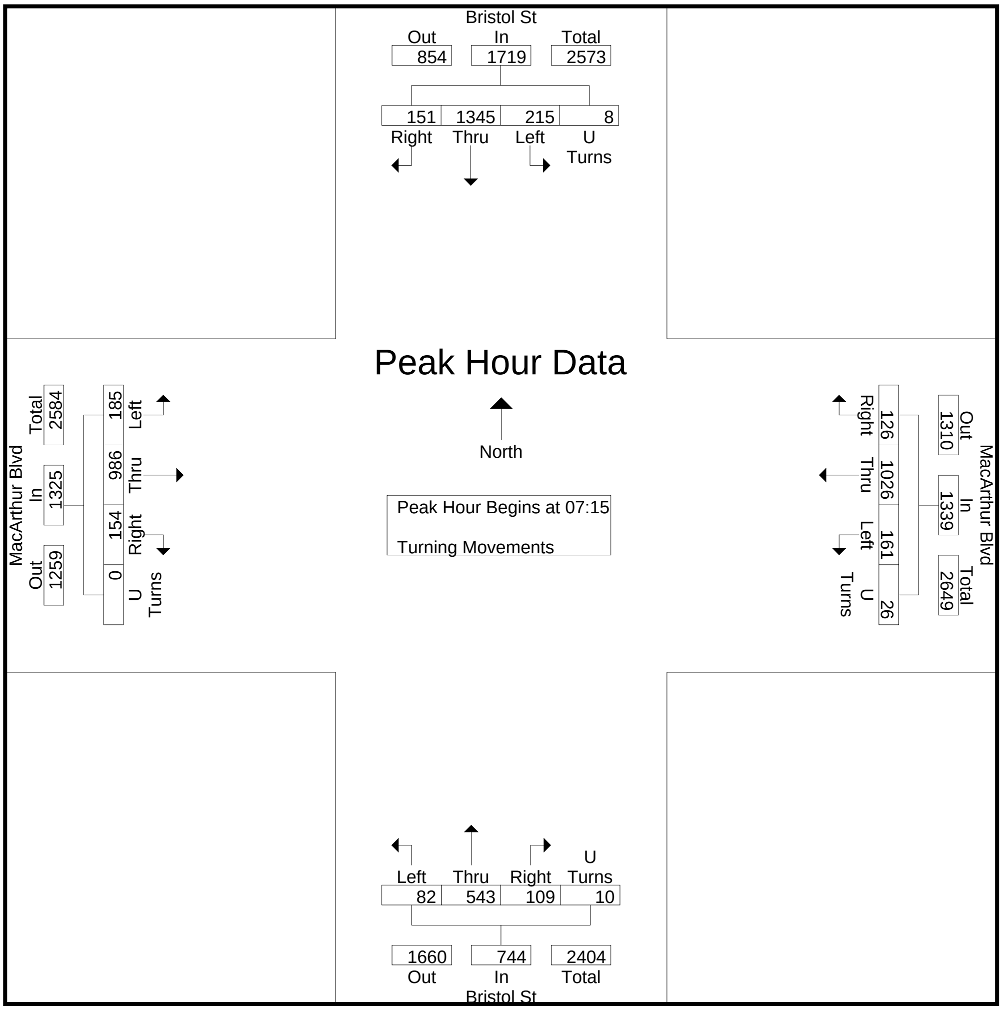
Groups Printed- Turning Movements

	Bristol St Southbound				MacArthur Blvd Westbound				Bristol St Northbound				MacArthur Blvd Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	17	263	40	1	12	105	33	7	19	95	14	1	23	125	18	1	774
07:15	26	328	39	1	19	196	30	8	19	139	21	1	37	197	37	0	1098
07:30	28	337	60	3	42	320	50	6	36	146	13	3	41	280	47	0	1412
07:45	58	383	52	1	38	281	44	5	28	147	28	4	36	243	41	0	1389
Total	129	1311	191	6	111	902	157	26	102	527	76	9	137	845	143	1	4673
08:00	39	297	64	3	27	229	37	7	26	111	20	2	40	266	60	0	1228
08:15	32	296	71	1	28	168	45	7	20	117	15	4	29	179	43	0	1055
08:30	20	320	52	1	36	96	40	9	20	146	10	4	37	195	53	0	1039
08:45	30	294	39	1	26	108	58	9	23	127	19	9	31	127	36	0	937
Total	121	1207	226	6	117	601	180	32	89	501	64	19	137	767	192	0	4259
16:00	20	189	41	6	74	291	78	14	47	346	45	6	36	179	70	0	1442
16:15	35	203	49	4	62	244	66	12	67	382	47	9	43	213	81	1	1518
16:30	23	199	45	7	79	281	72	19	51	377	40	8	37	170	73	1	1482
16:45	21	207	48	10	92	273	68	18	65	340	39	9	30	220	90	1	1531
Total	99	798	183	27	307	1089	284	63	230	1445	171	32	146	782	314	3	5973
17:00	26	214	42	16	80	287	64	30	63	389	56	6	31	202	78	1	1585
17:15	25	176	46	7	64	360	50	17	52	348	45	8	47	200	82	1	1528
17:30	41	220	51	11	87	270	61	14	63	387	38	8	46	189	80	0	1566
17:45	28	195	52	7	89	326	80	21	58	351	56	7	39	206	84	0	1599
Total	120	805	191	41	320	1243	255	82	236	1475	195	29	163	797	324	2	6278
Grand Total	469	4121	791	80	855	3835	876	203	657	3948	506	89	583	3191	973	6	21183
Apprch %	8.6	75.5	14.5	1.5	14.8	66.5	15.2	3.5	12.6	75.9	9.7	1.7	12.3	67.1	20.5	0.1	
Total %	2.2	19.5	3.7	0.4	4	18.1	4.1	1	3.1	18.6	2.4	0.4	2.8	15.1	4.6	0	

City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: MacArthur Blvd

File Name : H2206009
Site Code : 00000000
Start Date : 5/26/2022
Page No : 2

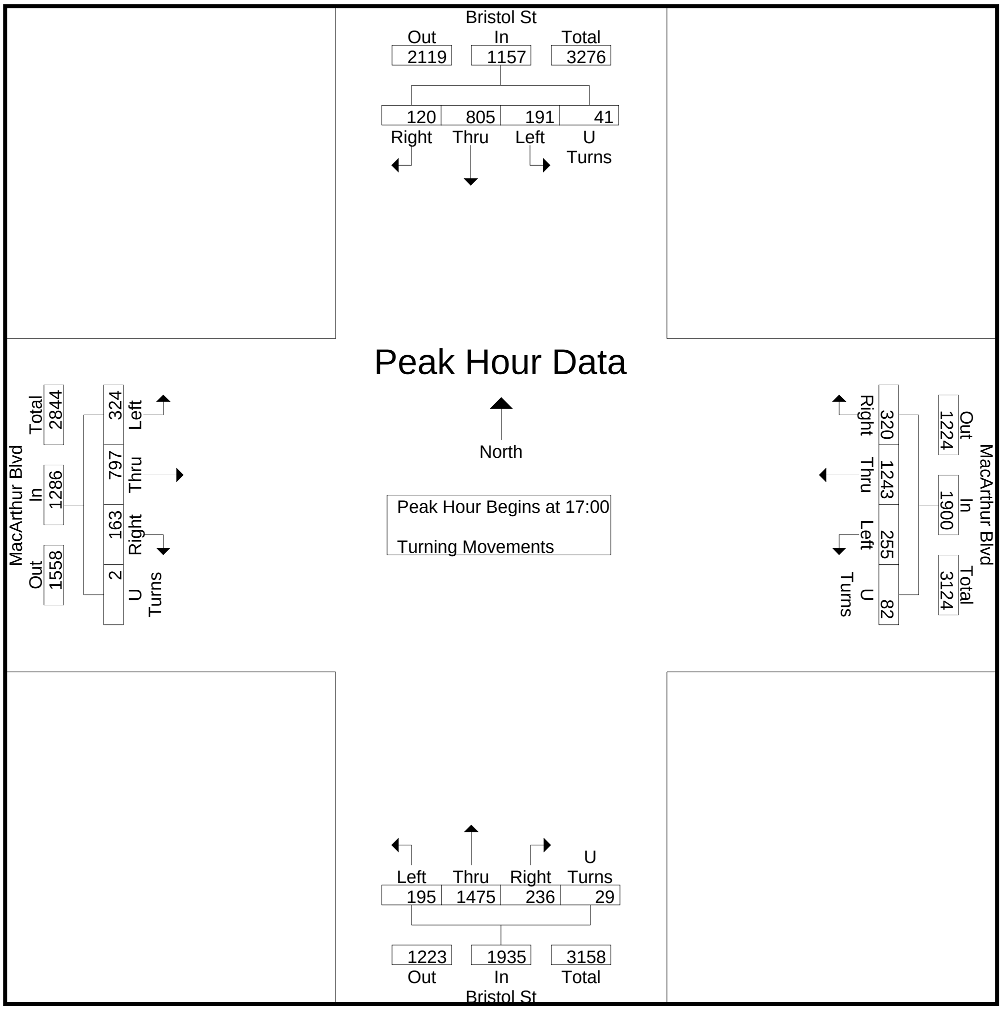
	Bristol St Southbound					MacArthur Blvd Westbound					Bristol St Northbound					MacArthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	26	328	39	1	394	19	196	30	**8**												
07:30	**28**	**337**	**60**	**3**	**428**	**42**	**320**	**50**	**6**	**418**	**36**	**146**	**13**	**3**	**198**	**41**	**280**	47	0	**368**	**1412**
07:45	**58**	**383**	52	1	**494**	38	281	44	5	368	28	**147**	**28**	**4**	**207**	36	243	41	0	320	1389
08:00	39	297	**64**															**60**			
Total Volume	151	1345	215	8	1719	126	1026	161	26	1339	109	543	82	10	744	154	986	185	0	1325	5127
% App. Total	8.8	78.2	12.5	0.5		9.4	76.6	12	1.9		14.7	73	11	1.3		11.6	74.4	14	0		
PHF	.651	.878	.840	.667	.870	.750	.802	.805	.813	.801	.757	.923	.732	.625	.899	.939	.880	.771	.000	.900	.908



City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: MacArthur Blvd

File Name : H2206009
Site Code : 00000000
Start Date : 5/26/2022
Page No : 3

	Bristol St Southbound					MacArthur Blvd Westbound					Bristol St Northbound					MacArthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	26	214	42	**16**					**30**		**63**	**389**	**56**		**514**	31	202	78	**1**		
17:15	**25**	**176**	**46**	**7**	**254**	**64**	**360**	50	17	491	52	348	45	**8**	**453**	**47**	**200**	**82**	**1**	**330**	1528
17:30	**41**	**220**	51	11	**323**	87	270	61	14	432	63	387	38	8	496	46	189	80	0	315	1566
17:45	28	195	**52**			**89**		**80**		**516**	58	351	56	7	472	39	**206**	**84**			**1599**
Total Volume	120	805	191	41	1157	320	1243	255	82	1900	236	1475	195	29	1935	163	797	324	2	1286	6278
% App. Total	10.4	69.6	16.5	3.5		16.8	65.4	13.4	4.3		12.2	76.2	10.1	1.5		12.7	62	25.2	0.2		
PHF	.732	.915	.918	.641	.896	.899	.863	.797	.683	.921	.937	.948	.871	.906	.941	.867	.967	.964	.500	.974	.982



City : Costa Mesa
N-S Direction : Flower St
E-W Direction: MacArthur Blvd

File Name : H2206010
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

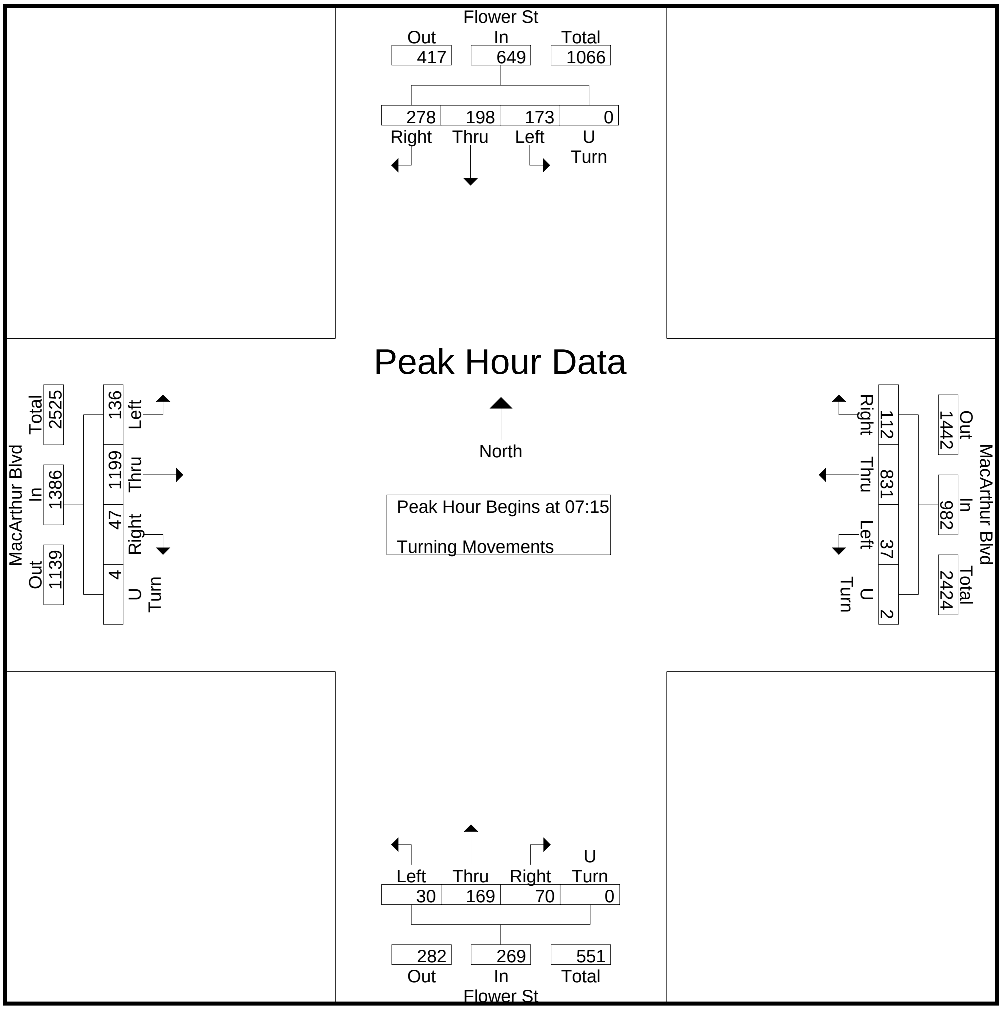
Groups Printed- Turning Movements

	Flower St Southbound				MacArthur Blvd Westbound				Flower St Northbound				MacArthur Blvd Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	30	38	19	0	16	93	8	0	15	17	4	0	3	197	26	0	466
07:15	74	44	55	0	29	135	10	0	18	44	13	0	12	240	37	0	711
07:30	86	48	36	0	38	250	17	0	23	53	5	0	8	331	57	2	954
07:45	71	59	50	0	21	229	3	2	18	49	6	0	13	328	25	1	875
Total	261	189	160	0	104	707	38	2	74	163	28	0	36	1096	145	3	3006
08:00	47	47	32	0	24	217	7	0	11	23	6	0	14	300	17	1	746
08:15	32	45	33	0	15	169	4	0	10	21	5	0	12	322	23	0	691
08:30	22	39	31	0	13	159	9	0	15	22	5	0	11	272	20	0	618
08:45	22	40	21	0	13	111	4	2	12	22	6	0	9	198	18	1	479
Total	123	171	117	0	65	656	24	2	48	88	22	0	46	1092	78	2	2534
16:00	30	31	22	0	47	293	7	0	11	119	9	0	11	239	32	0	851
16:15	24	33	23	0	30	343	12	0	11	98	13	1	14	216	23	0	841
16:30	31	39	16	0	34	392	11	0	16	112	16	0	19	241	30	0	957
16:45	32	28	23	0	35	408	13	0	11	93	12	0	20	210	38	1	924
Total	117	131	84	0	146	1436	43	0	49	422	50	1	64	906	123	1	3573
17:00	22	21	22	0	39	443	6	1	19	105	13	0	17	225	30	1	964
17:15	46	35	16	0	45	405	13	1	12	121	18	0	20	218	39	1	990
17:30	39	37	12	0	35	442	21	0	10	118	11	0	10	265	26	0	1026
17:45	39	44	26	0	36	391	9	0	14	78	22	0	17	215	22	1	914
Total	146	137	76	0	155	1681	49	2	55	422	64	0	64	923	117	3	3894
Grand Total	647	628	437	0	470	4480	154	6	226	1095	164	1	210	4017	463	9	13007
Apprch %	37.8	36.7	25.5	0	9.2	87.7	3	0.1	15.2	73.7	11	0.1	4.5	85.5	9.9	0.2	
Total %	5	4.8	3.4	0	3.6	34.4	1.2	0	1.7	8.4	1.3	0	1.6	30.9	3.6	0.1	

City : Costa Mesa
N-S Direction : Flower St
E-W Direction: MacArthur Blvd

File Name : H2206010
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

	Flower St Southbound					MacArthur Blvd Westbound					Flower St Northbound					MacArthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	74	44	**55**										**13**								
07:30	**86**	**48**	**36**	**0**	**170**	**38**	**250**	**17**	**0**	**305**	**23**	**53**	5	0	**81**	8	**331**	**57**	**2**	**398**	**954**
07:45	71	**59**	50	0	**180**	21	229	3	**2**												
08:00	**47**	**47**	**32**	**0**	**126**	**24**	**217**	**7**	**0**	**248**	**11**	**23**	**6**	**0**	**40**	**14**	**300**	**17**	**1**	**332**	**746**
Total Volume	278	198	173	0	649	112	831	37	2	982	70	169	30	0	269	47	1199	136	4	1386	3286
% App. Total	42.8	30.5	26.7	0		11.4	84.6	3.8	0.2		26	62.8	11.2	0		3.4	86.5	9.8	0.3		
PHF	.808	.839	.786	.000	.901	.737	.831	.544	.250	.805	.761	.797	.577	.000	.830	.839	.906	.596	.500	.871	.861

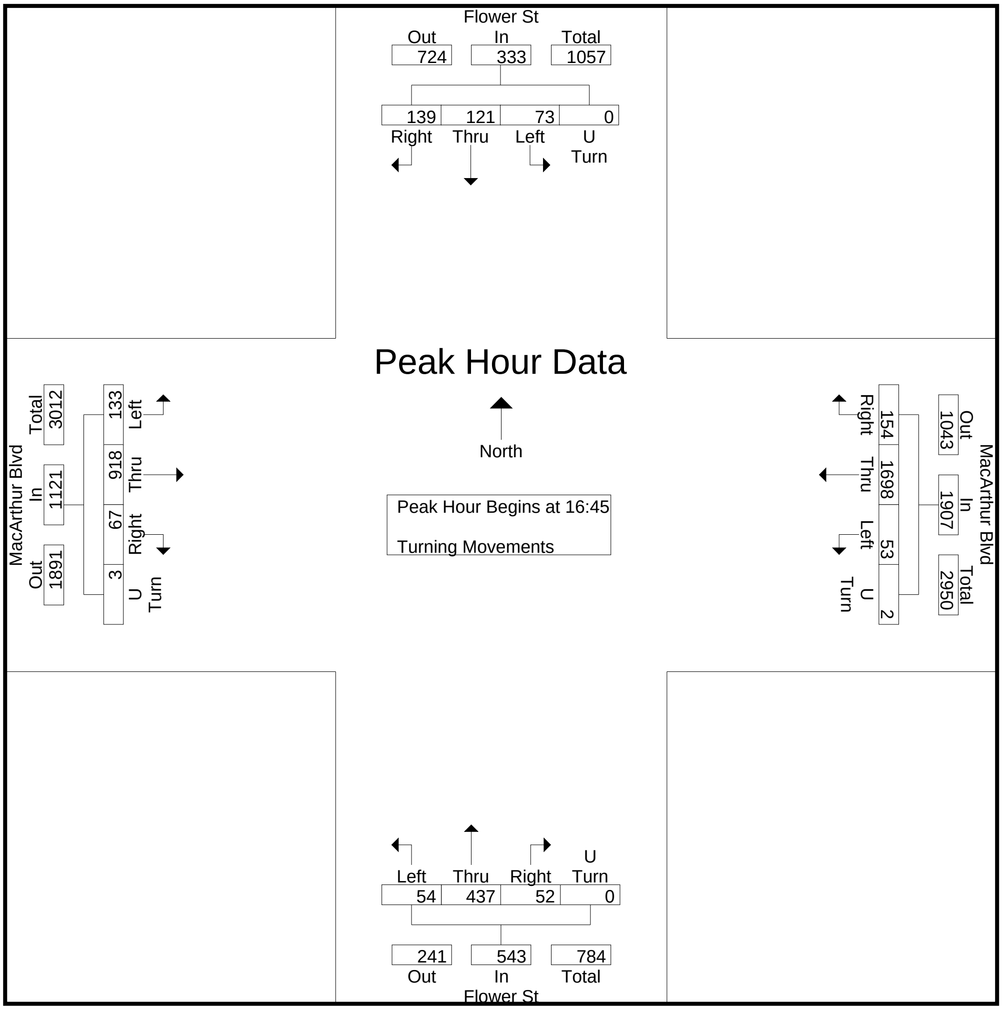


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Flower St
E-W Direction: MacArthur Blvd

File Name : H2206010
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

	Flower St Southbound					MacArthur Blvd Westbound					Flower St Northbound					MacArthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	32	28	**23**													**20**			**1**		
17:00	**22**	**21**	**22**	**0**	**65**	**39**	**443**	6	**1**	**489**	**19**	**105**	**13**	**0**	**137**	**17**	**225**	**30**	**1**	**273**	**964**
17:15	**46**	**35**	**16**	**0**	**97**	**45**	**405**	**13**	**1**	**464**	**12**	**121**	**18**	**0**	**151**	20	218	**39**	**1**	**278**	**990**
17:30	**39**	**37**	12	0	88	35	442	**21**	**0**	**498**	10	118	11	0	139	10	**265**	26	0	**301**	**1026**
Total Volume	139	121	73	0	333	154	1698	53	2	1907	52	437	54	0	543	67	918	133	3	1121	3904
% App. Total	41.7	36.3	21.9	0		8.1	89	2.8	0.1		9.6	80.5	9.9	0		6	81.9	11.9	0.3		
PHF	.755	.818	.793	.000	.858	.856	.958	.631	.500	.957	.684	.903	.750	.000	.899	.838	.866	.853	.750	.931	.951



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Main St
E-W Directions: MacArthur Blvd

File Name : H2206011
Site Code : 00000000
Start Date : 5/24/2022
Page No : 1

Groups Printed- Turning Movements

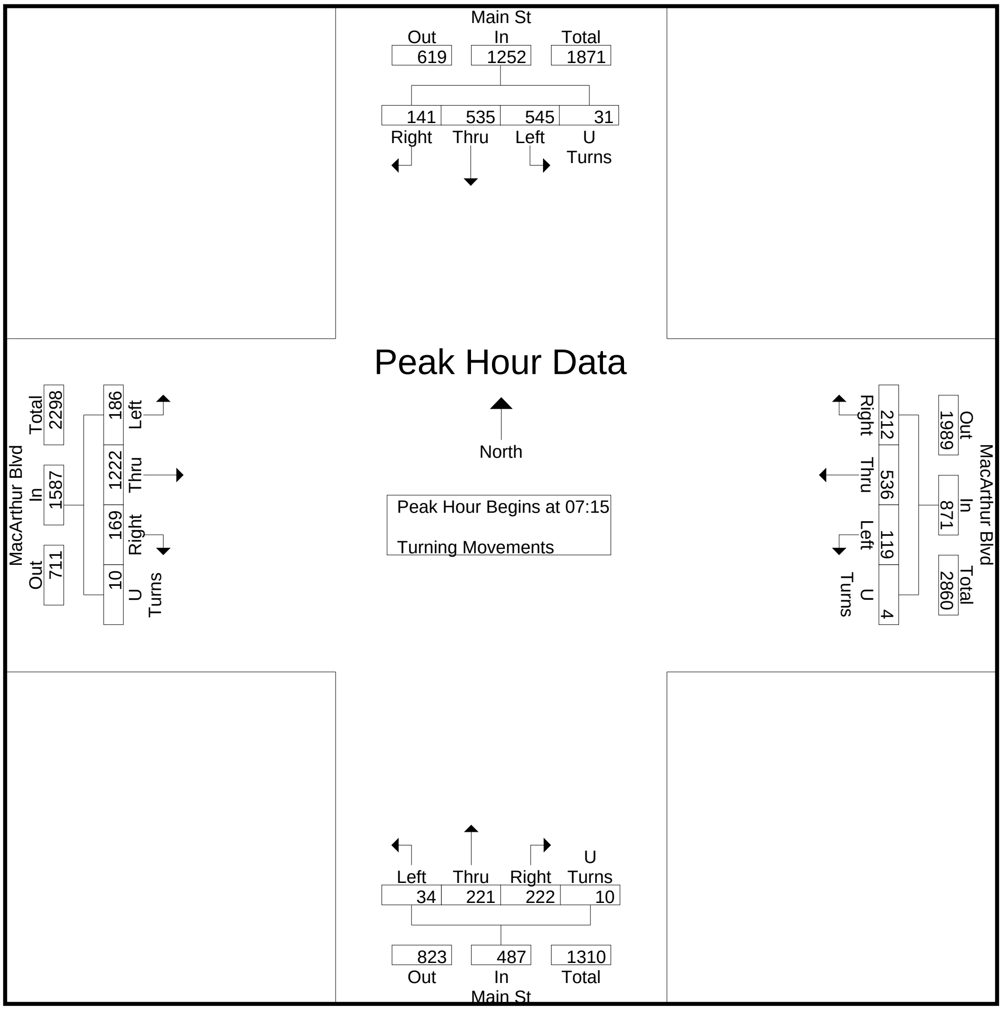
	Main St Southbound				MacArthur Blvd Westbound				Main St Northbound				MacArthur Blvd Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	31	114	131	4	47	90	25	1	38	31	10	1	33	189	16	3	764
07:15	27	133	144	6	41	135	29	0	51	34	6	3	42	309	33	3	996
07:30	39	138	161	12	64	122	34	3	60	68	8	2	35	317	52	3	1118
07:45	38	125	132	8	55	124	27	0	49	50	8	4	44	314	59	3	1040
Total	135	510	568	30	207	471	115	4	198	183	32	10	154	1129	160	12	3918
08:00	37	139	108	5	52	155	29	1	62	69	12	1	48	282	42	1	1043
08:15	40	132	104	4	55	120	29	0	42	22	9	0	39	231	36	1	864
08:30	25	84	97	4	59	102	39	0	47	39	4	1	50	267	33	2	853
08:45	31	107	112	3	67	80	35	2	38	34	8	2	35	172	32	1	759
Total	133	462	421	16	233	457	132	3	189	164	33	4	172	952	143	5	3519
*** BREAK ***																	
16:00	50	64	73	4	109	323	20	1	90	224	70	3	16	167	65	3	1282
16:15	41	49	73	6	124	285	26	1	68	222	69	4	27	170	67	2	1234
16:30	42	73	93	4	148	350	25	1	86	209	82	7	25	159	43	4	1351
16:45	48	56	55	3	122	323	35	0	64	208	70	7	18	145	51	6	1211
Total	181	242	294	17	503	1281	106	3	308	863	291	21	86	641	226	15	5078
17:00	41	59	66	5	126	370	29	1	75	219	105	4	37	160	64	5	1366
17:15	49	87	63	6	102	331	25	1	84	283	122	6	34	147	58	4	1402
17:30	57	72	52	2	117	395	36	0	62	226	91	4	29	174	65	2	1384
17:45	55	78	54	4	122	332	28	0	57	230	70	1	24	117	51	5	1228
Total	202	296	235	17	467	1428	118	2	278	958	388	15	124	598	238	16	5380
Grand Total	651	1510	1518	80	1410	3637	471	12	973	2168	744	50	536	3320	767	48	17895
Apprch %	17.3	40.2	40.4	2.1	25.5	65.8	8.5	0.2	24.7	55.1	18.9	1.3	11.5	71.1	16.4	1	
Total %	3.6	8.4	8.5	0.4	7.9	20.3	2.6	0.1	5.4	12.1	4.2	0.3	3	18.6	4.3	0.3	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Main St
E-W Directions: MacArthur Blvd

File Name : H2206011
Site Code : 00000000
Start Date : 5/24/2022
Page No : 2

	Main St Southbound					MacArthur Blvd Westbound					Main St Northbound					MacArthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	27	133	144	6	310	41	135	29	0	205	51	34	6	3	94	42	309	33	**3**		
07:30	**39**	**138**	**161**	**12**	**350**	**64**	**122**	**34**	**3**	**223**	**60**	**68**	**8**	**2**	**138**	**35**	**317**	52	3	407	**1118**
07:45	38	125	132	8	303	55	124	27	0	206	49	50	8	**4**				**59**		**420**	1040
08:00	37	**139**	108	5	289	52	**155**	29	1	**237**	**62**	**69**	**12**		**144**	**48**					
Total Volume	141	535	545	31	1252	212	536	119	4	871	222	221	34	10	487	169	1222	186	10	1587	4197
% App. Total	11.3	42.7	43.5	2.5		24.3	61.5	13.7	0.5		45.6	45.4	7	2.1		10.6	77	11.7	0.6		
PHF	.904	.962	.846	.646	.894	.828	.865	.875	.333	.919	.895	.801	.708	.625	.845	.880	.964	.788	.833	.945	.939



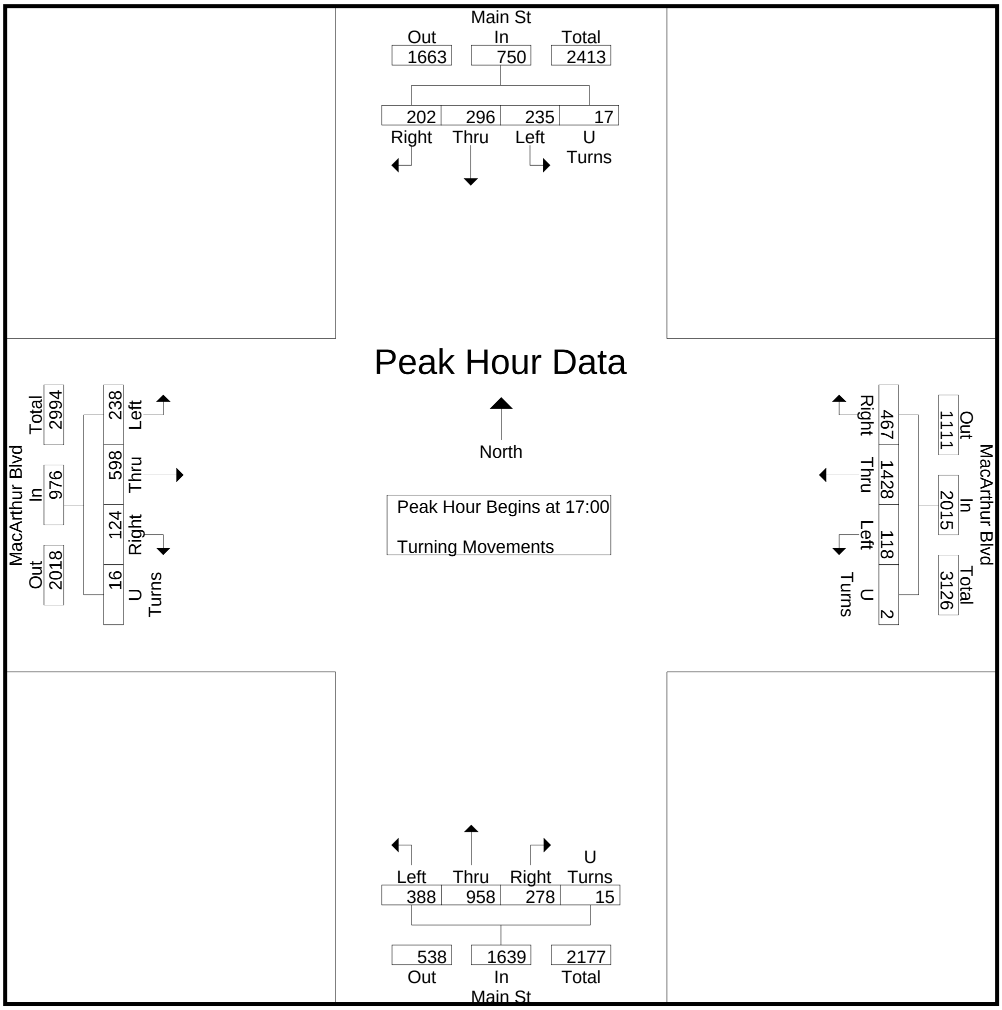
Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Main St
E-W Directions: MacArthur Blvd

File Name : H2206011
Site Code : 00000000
Start Date : 5/24/2022
Page No : 3

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 17:00

	Main St Southbound					MacArthur Blvd Westbound					Main St Northbound					MacArthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
17:00	41	59	**66**			**126**			**1**							**37**			**5**		
17:15	**49**	**87**	63	**6**	**205**	102	331	25	1	459	**84**	**283**	**122**	**6**	**495**	34	147	58	4	243	**1402**
17:30	**57**						**395**	**36**		**548**	62	226	91	4	383	29	**174**	**65**		**270**	1384
17:45	55	78	54	4	191	122	332	28	0	482	57	230	70	1	358	24	117	51	5	197	1228
Total Volume	202	296	235	17	750	467	1428	118	2	2015	278	958	388	15	1639	124	598	238	16	976	5380
% App. Total	26.9	39.5	31.3	2.3		23.2	70.9	5.9	0.1		17	58.5	23.7	0.9		12.7	61.3	24.4	1.6		
PHF	.886	.851	.890	.708	.915	.927	.904	.819	.500	.919	.827	.846	.795	.625	.828	.838	.859	.915	.800	.904	.959



City : Costa Mesa
N-S Direction : SR-55 SB On Off Ramps
E-W Direction: MacArthur Blvd

File Name : H2206012
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

Groups Printed- Turning Movements

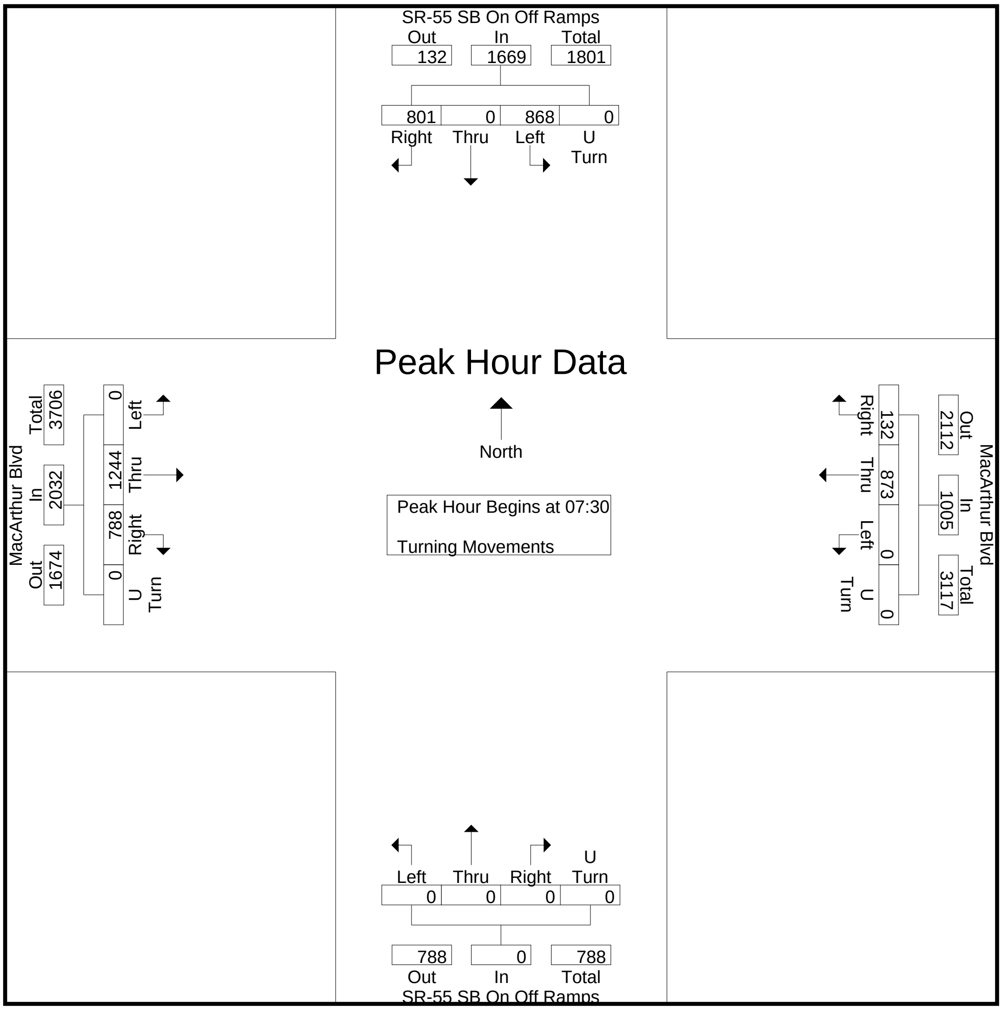
	SR-55 SB On Off Ramps Southbound				MacArthur Blvd Westbound				SR-55 SB On Off Ramps Northbound				MacArthur Blvd Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	139	0	169	0	38	140	0	0	0	0	0	0	169	196	0	0	851
07:15	141	0	163	0	36	179	0	0	0	0	0	0	218	264	0	0	1001
07:30	212	0	188	0	26	200	0	0	0	0	0	0	255	318	0	0	1199
07:45	203	0	244	0	30	216	0	0	0	0	0	0	200	349	0	0	1242
Total	695	0	764	0	130	735	0	0	0	0	0	0	842	1127	0	0	4293
08:00	189	0	208	0	38	222	0	0	0	0	0	0	167	287	0	0	1111
08:15	197	0	228	0	38	235	0	0	0	0	0	0	166	290	0	0	1154
08:30	141	0	166	0	47	234	0	0	0	0	0	0	164	290	0	0	1042
08:45	67	0	107	0	43	198	0	0	0	0	0	0	160	222	0	0	797
Total	594	0	709	0	166	889	0	0	0	0	0	0	657	1089	0	0	4104
16:00	144	0	56	0	161	323	0	0	0	0	0	0	155	288	0	0	1127
16:15	172	0	73	0	125	290	0	0	0	0	0	0	170	227	0	0	1057
16:30	185	0	69	0	168	339	0	0	0	0	0	0	186	279	0	0	1226
16:45	200	0	63	0	140	329	0	0	0	0	0	0	145	261	0	0	1138
Total	701	0	261	0	594	1281	0	0	0	0	0	0	656	1055	0	0	4548
17:00	168	0	55	0	189	402	0	0	0	0	0	0	219	343	0	0	1376
17:15	213	0	67	0	143	359	0	0	0	0	0	0	164	245	0	0	1191
17:30	175	0	68	0	152	350	0	0	0	0	0	0	147	216	0	0	1108
17:45	174	0	72	0	116	365	0	0	0	0	0	0	160	214	0	0	1101
Total	730	0	262	0	600	1476	0	0	0	0	0	0	690	1018	0	0	4776
Grand Total	2720	0	1996	0	1490	4381	0	0	0	0	0	0	2845	4289	0	0	17721
Apprch %	57.7	0	42.3	0	25.4	74.6	0	0	0	0	0	0	39.9	60.1	0	0	
Total %	15.3	0	11.3	0	8.4	24.7	0	0	0	0	0	0	16.1	24.2	0	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : SR-55 SB On Off Ramps
E-W Direction: MacArthur Blvd

File Name : H2206012
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

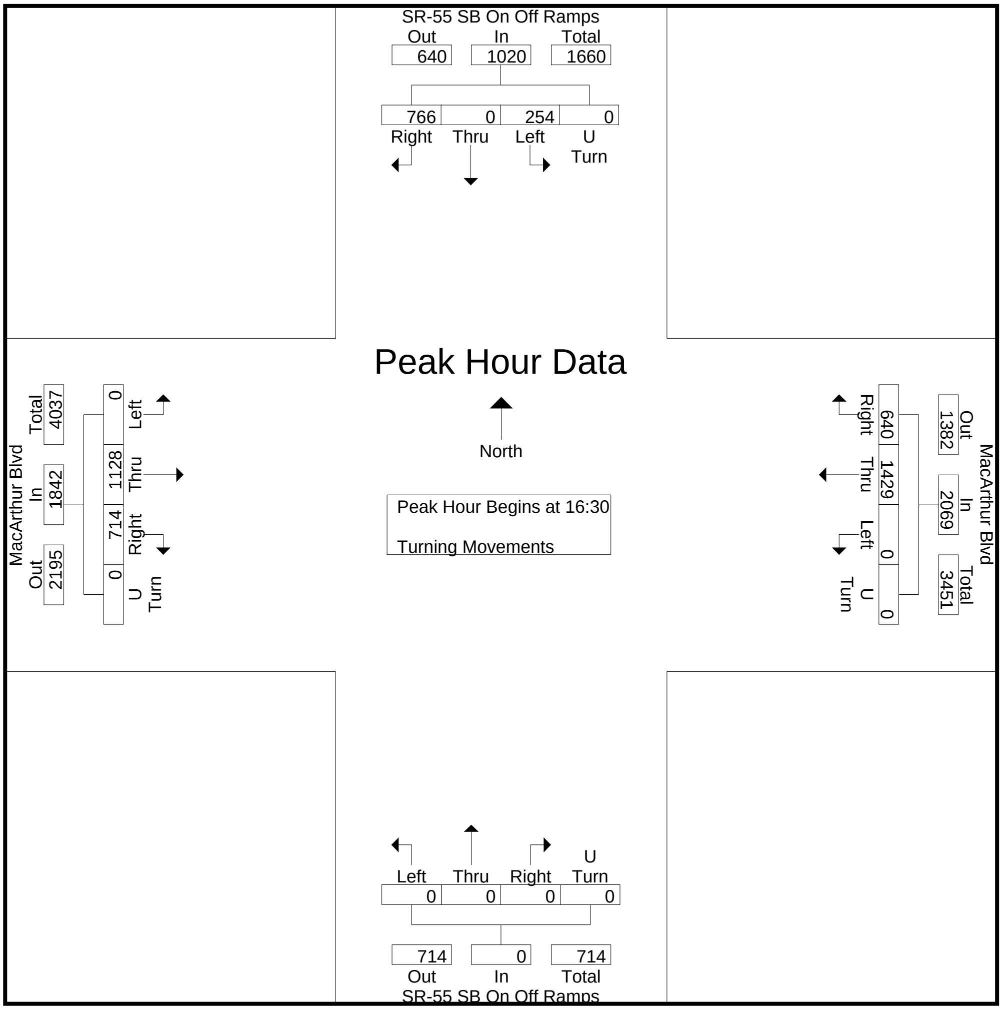
	SR-55 SB On Off Ramps Southbound					MacArthur Blvd Westbound					SR-55 SB On Off Ramps Northbound					MacArthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**212**															**255**				**573**	1199
07:45	203	0	**244**		**447**	30	216	0	0	246	0	0	0	0	0	200	**349**	0	0	549	**1242**
08:00	189	0	208	0	397	**38**															
08:15	**197**	**0**	**228**	**0**	**425**	**38**	**235**	0	0	**273**	0	0	0	0	0	166	290	0	0	456	1154
Total Volume	801	0	868	0	1669	132	873	0	0	1005	0	0	0	0	0	788	1244	0	0	2032	4706
% App. Total	48	0	52	0		13.1	86.9	0	0		0	0	0	0		38.8	61.2	0	0		
PHF	.945	.000	.889	.000	.933	.868	.929	.000	.000	.920	.000	.000	.000	.000	.000	.773	.891	.000	.000	.887	.947



City : Costa Mesa
N-S Direction : SR-55 SB On Off Ramps
E-W Direction: MacArthur Blvd

File Name : H2206012
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

	SR-55 SB On Off Ramps Southbound					MacArthur Blvd Westbound					SR-55 SB On Off Ramps Northbound					MacArthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	185	0	**69**																		
16:45	**200**	**0**	**63**	**0**	**263**	**140**	**329**	**0**	**0**	**469**	**0**	**0**	**0**	**0**	**0**	**145**	**261**	**0**	**0**	**406**	**1138**
17:00	**168**	**0**	**55**	**0**	**223**	**189**	**402**	0	0	**591**	0	0	0	0	0	**219**	**343**	0	0	**562**	**1376**
17:15	**213**				**280**	143	359	0	0	502	0	0	0	0	0	164	245	0	0	409	1191
Total Volume	766	0	254	0	1020	640	1429	0	0	2069	0	0	0	0	0	714	1128	0	0	1842	4931
% App. Total	75.1	0	24.9	0		30.9	69.1	0	0		0	0	0	0		38.8	61.2	0	0		
PHF	.899	.000	.920	.000	.911	.847	.889	.000	.000	.875	.000	.000	.000	.000	.000	.815	.822	.000	.000	.819	.896



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: SR-55 NB On-Off Ramps
E-W Directions: MacArthur Blvd

File Name : H2206013
Site Code : 00000000
Start Date : 5/24/2022
Page No : 1

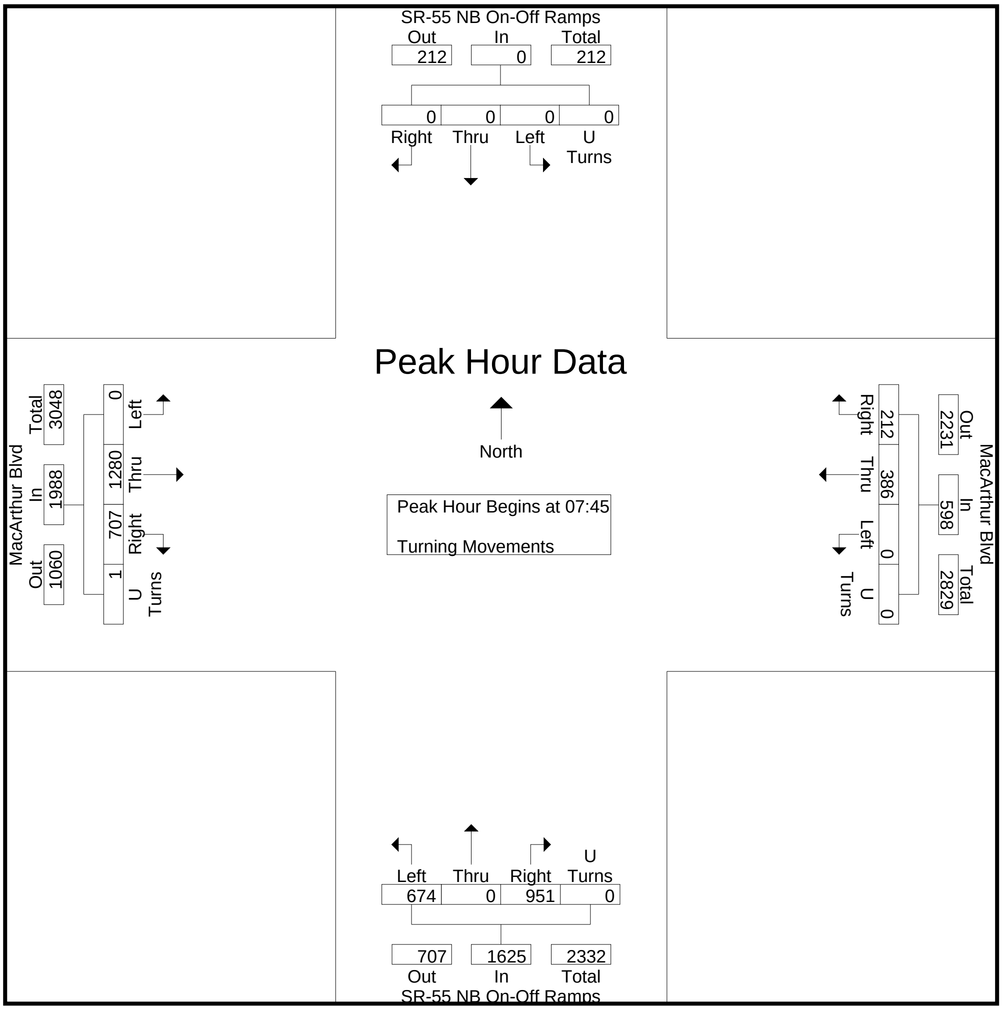
Groups Printed- Turning Movements

	SR-55 NB On-Off Ramps Southbound				MacArthur Blvd Westbound				SR-55 NB On-Off Ramps Northbound				MacArthur Blvd Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	0	0	0	0	44	55	0	0	150	0	123	0	110	240	0	0	722
07:15	0	0	0	0	62	57	0	0	186	0	129	0	164	293	0	0	891
07:30	0	0	0	0	45	73	0	0	184	0	143	0	181	315	0	0	941
07:45	0	0	0	0	41	106	0	0	255	0	167	0	199	391	0	1	1160
Total	0	0	0	0	192	291	0	0	775	0	562	0	654	1239	0	1	3714
08:00	0	0	0	0	58	88	0	0	253	0	170	0	184	275	0	0	1028
08:15	0	0	0	0	52	92	0	0	236	0	169	0	163	336	0	0	1048
08:30	0	0	0	0	61	100	0	0	207	0	168	0	161	278	0	0	975
08:45	0	0	0	0	47	106	0	0	228	0	158	0	121	285	0	0	945
Total	0	0	0	0	218	386	0	0	924	0	665	0	629	1174	0	0	3996
16:00	0	0	0	0	242	326	0	0	66	0	156	0	177	156	0	0	1123
16:15	0	0	0	0	263	279	0	0	76	0	162	0	157	154	0	0	1091
16:30	0	0	0	0	248	327	0	0	58	0	174	0	155	170	0	0	1132
16:45	0	0	0	0	239	322	0	0	86	0	153	0	136	185	0	0	1121
Total	0	0	0	0	992	1254	0	0	286	0	645	0	625	665	0	0	4467
17:00	0	0	0	0	273	442	0	0	58	0	146	0	191	174	0	0	1284
17:15	0	0	0	0	263	376	0	0	74	0	139	0	186	171	0	0	1209
17:30	0	0	0	0	238	346	0	0	89	0	151	0	113	176	0	0	1113
17:45	0	0	0	0	201	301	0	0	86	0	160	0	102	174	0	0	1024
Total	0	0	0	0	975	1465	0	0	307	0	596	0	592	695	0	0	4630
Grand Total	0	0	0	0	2377	3396	0	0	2292	0	2468	0	2500	3773	0	1	16807
Apprch %	0	0	0	0	41.2	58.8	0	0	48.2	0	51.8	0	39.8	60.1	0	0	
Total %	0	0	0	0	14.1	20.2	0	0	13.6	0	14.7	0	14.9	22.4	0	0	

City: Costa Mesa
N-S Directions: SR-55 NB On-Off Ramps
E-W Directions: MacArthur Blvd

File Name : H2206013
Site Code : 00000000
Start Date : 5/24/2022
Page No : 2

	SR-55 NB On-Off Ramps Southbound					MacArthur Blvd Westbound					SR-55 NB On-Off Ramps Northbound					MacArthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	41	**106**	0	0	147	**255**					**199**	**391**	0	**1**	**591**	**1160**
08:00	0	0	0	0	0	58	88	0	0	146	253	0	**170**		**423**	184	275	0	0	459	1028
08:15	0	0	0	0	0	52	92	0	0	144	236	0	169	0	405	163	336	0	0	499	1048
08:30	0	0	0	0	0	**61**				**161**	207	0	168	0	375	161	278	0	0	439	975
Total Volume	0	0	0	0	0	212	386	0	0	598	951	0	674	0	1625	707	1280	0	1	1988	4211
% App. Total	0	0	0	0		35.5	64.5	0	0		58.5	0	41.5	0		35.6	64.4	0	0.1		
PHF	.000	.000	.000	.000	.000	.869	.910	.000	.000	.929	.932	.000	.991	.000	.960	.888	.818	.000	.250	.841	.908

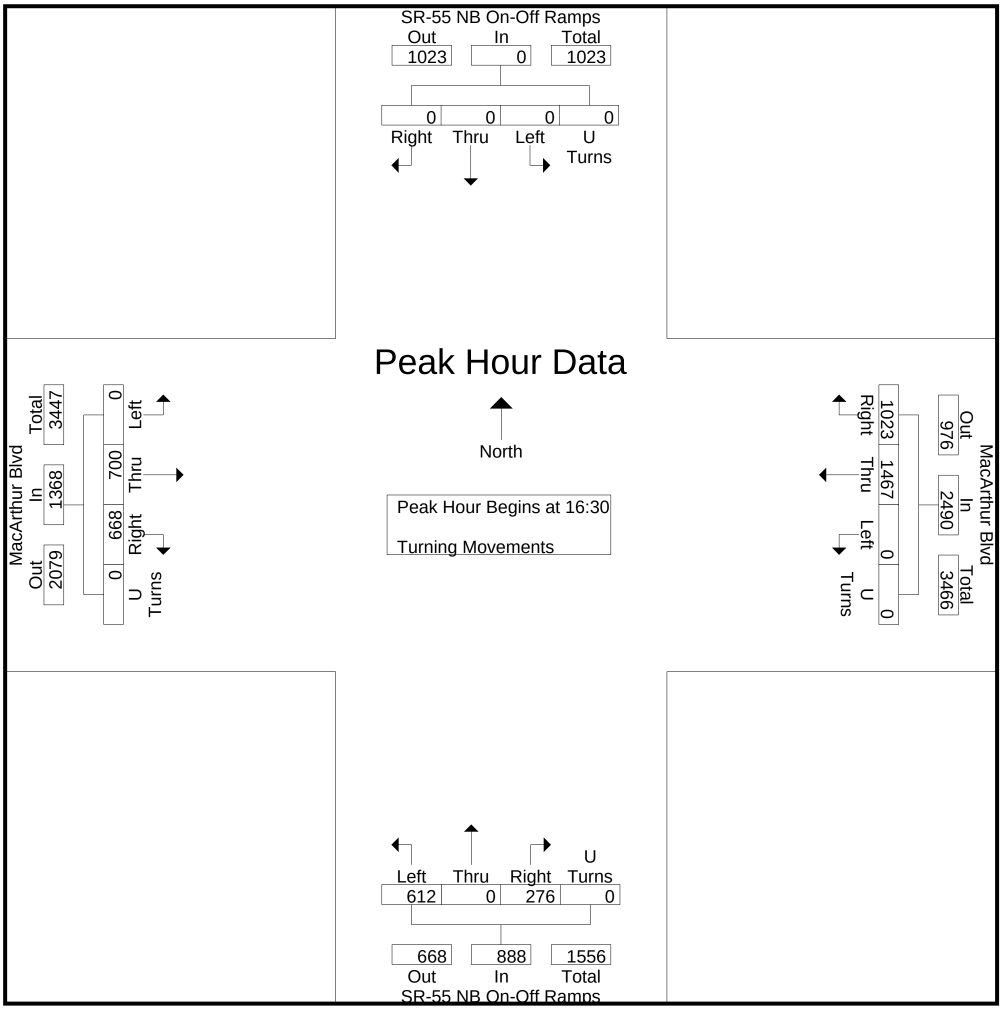


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: SR-55 NB On-Off Ramps
E-W Directions: MacArthur Blvd

File Name : H2206013
Site Code : 00000000
Start Date : 5/24/2022
Page No : 3

	SR-55 NB On-Off Ramps Southbound					MacArthur Blvd Westbound					SR-55 NB On-Off Ramps Northbound					MacArthur Blvd Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	248	327	0	0	575	58	0	**174**								
16:45	**0**	**0**	**0**	**0**	**0**	**239**	**322**	**0**	**0**	**561**	**86**	**0**	**153**	**0**	**239**	136	**185**	0	0	321	1121
17:00	0	0	0	0	0	**273**	**442**	0	0	**715**	58	0	146	0	204	**191**				**365**	**1284**
17:15	0	0	0	0	0	263	376	0	0	639	74	0	139	0	213	186	171	0	0	357	1209
Total Volume	0	0	0	0	0	1023	1467	0	0	2490	276	0	612	0	888	668	700	0	0	1368	4746
% App. Total	0	0	0	0		41.1	58.9	0	0		31.1	0	68.9	0		48.8	51.2	0	0		
PHF	.000	.000	.000	.000	.000	.937	.830	.000	.000	.871	.802	.000	.879	.000	.929	.874	.946	.000	.000	.937	.924



City: Costa Mesa
N-S Directions: South Plaza Dr
E-W Directions: Callen's Common

File Name : H2206014
Site Code : 00000000
Start Date : 5/26/2022
Page No : 1

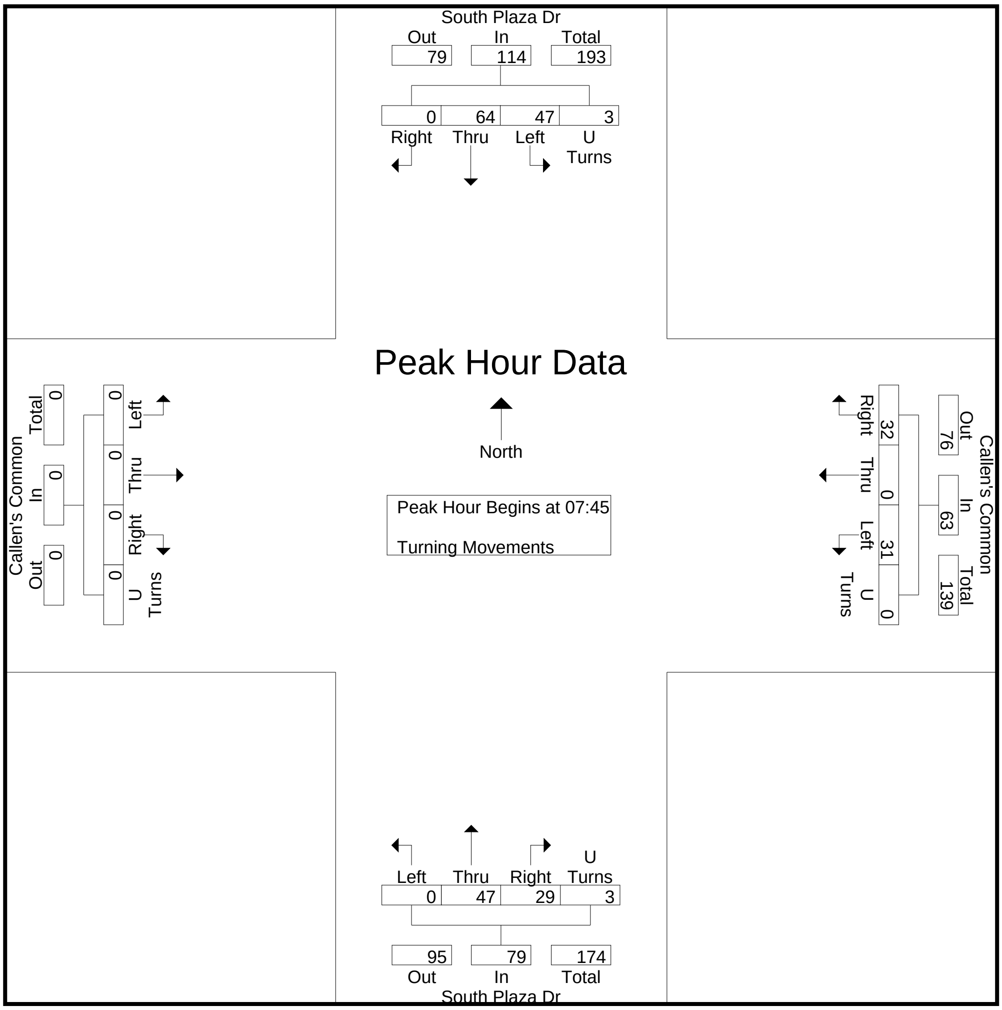
Groups Printed- Turning Movements

	South Plaza Dr Southbound				Callen's Common Westbound				South Plaza Dr Northbound				Callen's Common Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	0	10	7	1	3	0	2	0	2	5	0	1	0	0	0	0	31
07:15	0	12	9	0	2	0	8	0	5	3	0	0	0	0	0	0	39
07:30	0	18	13	0	3	0	5	0	7	13	0	0	0	0	0	0	59
07:45	0	20	14	2	9	0	9	0	5	13	0	2	0	0	0	0	74
Total	0	60	43	3	17	0	24	0	19	34	0	3	0	0	0	0	203
08:00	0	15	16	0	10	0	6	0	5	10	0	0	0	0	0	0	62
08:15	0	17	8	0	7	0	4	0	9	10	0	1	0	0	0	0	56
08:30	0	12	9	1	6	0	12	0	10	14	0	0	0	0	0	0	64
08:45	0	16	14	3	3	0	8	0	11	13	0	1	0	0	0	0	69
Total	0	60	47	4	26	0	30	0	35	47	0	2	0	0	0	0	251
16:00	0	19	15	1	24	0	31	0	25	35	0	2	0	0	0	0	152
16:15	0	20	10	1	35	0	20	0	14	34	0	2	0	0	0	0	136
16:30	0	18	12	0	29	0	21	0	20	31	0	2	0	0	0	0	133
16:45	0	26	15	2	33	0	18	0	20	45	0	3	0	0	0	0	162
Total	0	83	52	4	121	0	90	0	79	145	0	9	0	0	0	0	583
17:00	0	14	10	2	22	0	21	0	17	38	0	3	0	0	0	0	127
17:15	0	20	11	0	25	0	24	0	16	49	0	4	0	0	0	0	149
17:30	0	24	17	2	45	0	21	0	14	57	0	2	0	0	0	0	182
17:45	0	22	17	4	30	0	23	0	13	34	0	5	0	0	0	0	148
Total	0	80	55	8	122	0	89	0	60	178	0	14	0	0	0	0	606
Grand Total	0	283	197	19	286	0	233	0	193	404	0	28	0	0	0	0	1643
Apprch %	0	56.7	39.5	3.8	55.1	0	44.9	0	30.9	64.6	0	4.5	0	0	0	0	
Total %	0	17.2	12	1.2	17.4	0	14.2	0	11.7	24.6	0	1.7	0	0	0	0	

City: Costa Mesa
N-S Directions: South Plaza Dr
E-W Directions: Callen's Common

File Name : H2206014
Site Code : 00000000
Start Date : 5/26/2022
Page No : 2

	South Plaza Dr Southbound					Callen's Common Westbound					South Plaza Dr Northbound					Callen's Common Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	**20**	14	**2**	**36**	9	0	9	0	**18**	5	13	0	**2**							**74**
08:00	0	15	**16**			**10**															
08:15	**0**	**17**	**8**	**0**	**25**	**7**	**0**	**4**	**0**	**11**	**9**	**10**	**0**	**1**	**20**	**0**	**0**	**0**	**0**	**0**	**56**
08:30	**0**	**12**	**9**	**1**	**22**	**6**	**0**	**12**	**0**	**18**	**10**	**14**	0	0	**24**	0	0	0	0	0	64
Total Volume	0	64	47	3	114	32	0	31	0	63	29	47	0	3	79	0	0	0	0	0	256
% App. Total	0	56.1	41.2	2.6		50.8	0	49.2	0		36.7	59.5	0	3.8		0	0	0	0		
PHF	.000	.800	.734	.375	.792	.800	.000	.646	.000	.875	.725	.839	.000	.375	.823	.000	.000	.000	.000	.000	.865

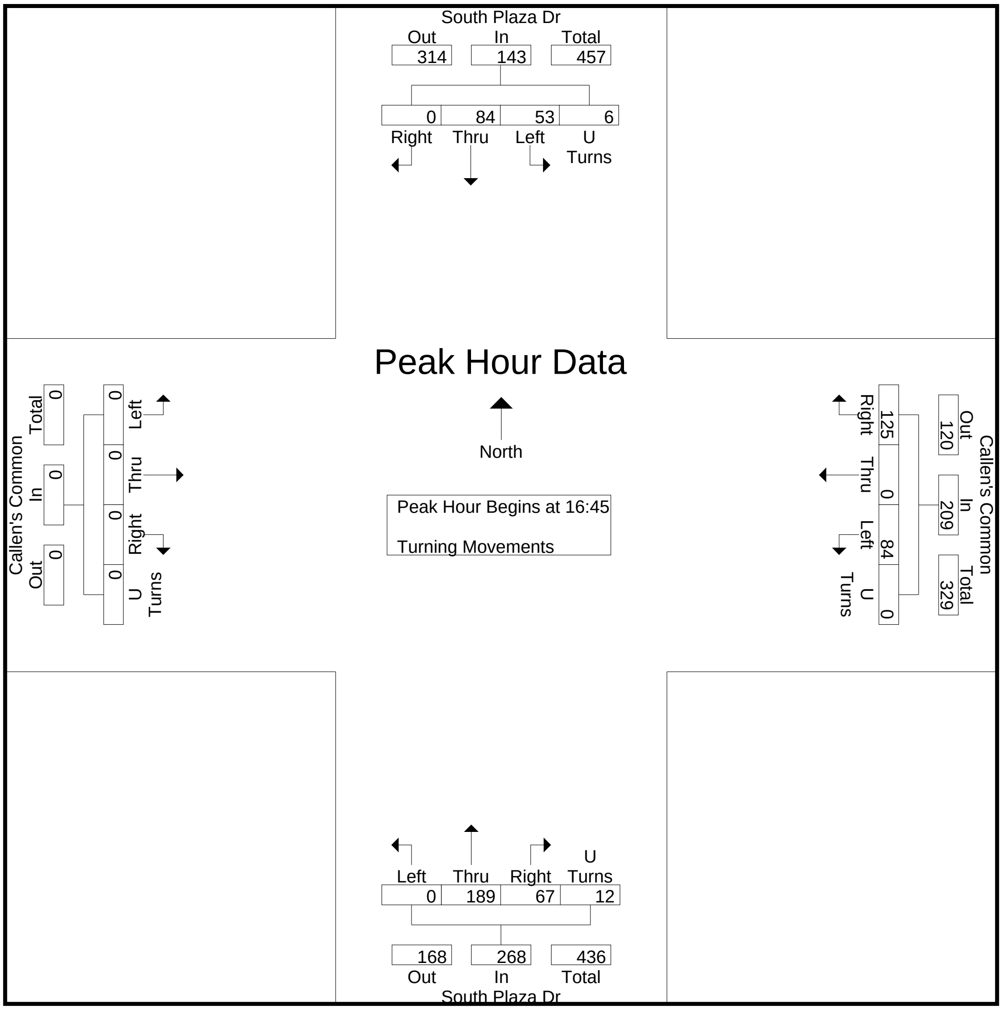


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: South Plaza Dr
E-W Directions: Callen's Common

File Name : H2206014
Site Code : 00000000
Start Date : 5/26/2022
Page No : 3

	South Plaza Dr Southbound					Callen's Common Westbound					South Plaza Dr Northbound					Callen's Common Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	**26**	15	**2**	**43**	33	0	18	0	51	**20**										
17:00	**0**	**14**	**10**	**2**	**26**	**22**	**0**	**21**	**0**	**43**	**17**	**38**	**0**	**3**	**58**	**0**	**0**	**0**	**0**	**0**	**127**
17:15	**0**	**20**	**11**	**0**	**31**	**25**	**0**	**24**	**0**	**49**	**16**	**49**	**0**	**4**	**69**	**0**	**0**	**0**	**0**	**0**	**149**
17:30	**0**	**24**	**17**	**2**	**43**	**45**	**0**	**21**	**0**	**66**	14	**57**	0	2	**73**	0	0	0	0	0	**182**
Total Volume	0	84	53	6	143	125	0	84	0	209	67	189	0	12	268	0	0	0	0	0	620
% App. Total	0	58.7	37.1	4.2		59.8	0	40.2	0		25	70.5	0	4.5		0	0	0	0		
PHF	.000	.808	.779	.750	.831	.694	.000	.875	.000	.792	.838	.829	.000	.750	.918	.000	.000	.000	.000	.000	.852



City : Costa Mesa
N-S Direction : Bristol St
E-W Direction: Callen's Common

File Name : H2206015
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

Groups Printed- Turning Movements

	Bristol St Southbound				Callen's Common Westbound				Bristol St Northbound				Callen's Common Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	13	347	10	1	4	2	10	0	11	122	9	0	18	4	8	0	559
07:15	16	329	3	0	1	5	8	0	9	132	23	2	21	1	16	0	566
07:30	24	413	6	1	0	1	7	0	9	127	19	0	25	0	12	0	644
07:45	17	371	10	3	2	2	9	0	8	160	13	0	18	3	14	0	630
Total	70	1460	29	5	7	10	34	0	37	541	64	2	82	8	50	0	2399
08:00	29	338	13	8	7	5	14	0	11	156	13	1	21	2	11	0	629
08:15	28	354	22	3	4	6	9	0	2	135	22	2	29	0	18	0	634
08:30	24	335	9	5	2	0	13	0	4	122	32	0	20	7	20	0	593
08:45	33	316	18	6	8	4	8	0	5	128	19	0	27	1	14	0	587
Total	114	1343	62	22	21	15	44	0	22	541	86	3	97	10	63	0	2443
16:00	33	204	40	8	17	15	33	0	13	366	36	9	27	11	52	0	864
16:15	41	233	28	14	25	5	22	0	15	445	28	2	20	5	42	0	925
16:30	28	215	37	10	23	16	26	0	15	344	43	6	23	6	50	0	842
16:45	25	222	39	12	24	12	20	0	16	408	36	7	32	10	34	0	897
Total	127	874	144	44	89	48	101	0	59	1563	143	24	102	32	178	0	3528
17:00	34	201	34	14	22	13	21	0	14	405	41	5	31	7	40	0	882
17:15	31	227	20	14	24	17	27	0	24	400	42	9	21	6	45	0	907
17:30	27	269	31	8	28	16	21	0	14	402	41	6	34	5	41	0	943
17:45	40	214	22	12	12	7	28	0	10	412	39	6	35	5	41	0	883
Total	132	911	107	48	86	53	97	0	62	1619	163	26	121	23	167	0	3615
Grand Total	443	4588	342	119	203	126	276	0	180	4264	456	55	402	73	458	0	11985
Apprch %	8.1	83.5	6.2	2.2	33.6	20.8	45.6	0	3.6	86.1	9.2	1.1	43.1	7.8	49.1	0	
Total %	3.7	38.3	2.9	1	1.7	1.1	2.3	0	1.5	35.6	3.8	0.5	3.4	0.6	3.8	0	

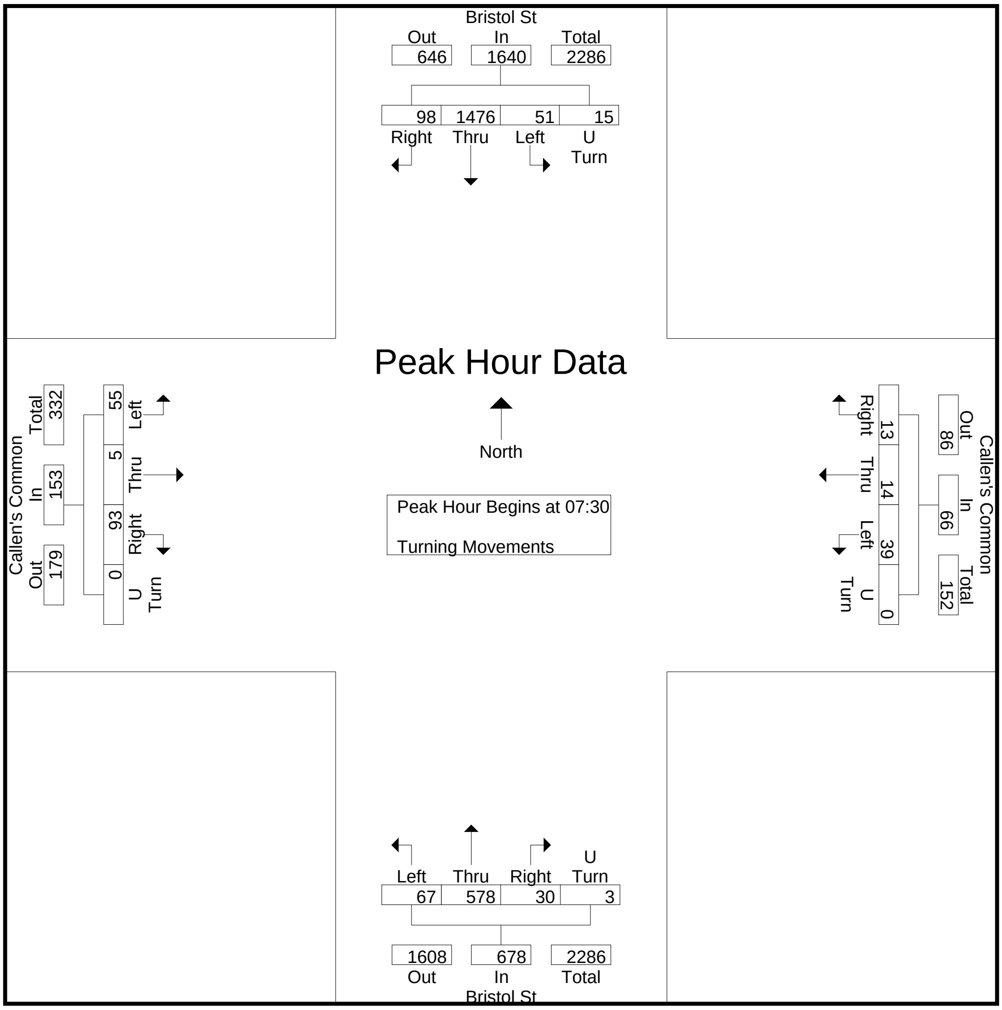
Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Bristol St
E-W Direction: Callen's Common

File Name : H2206015
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30

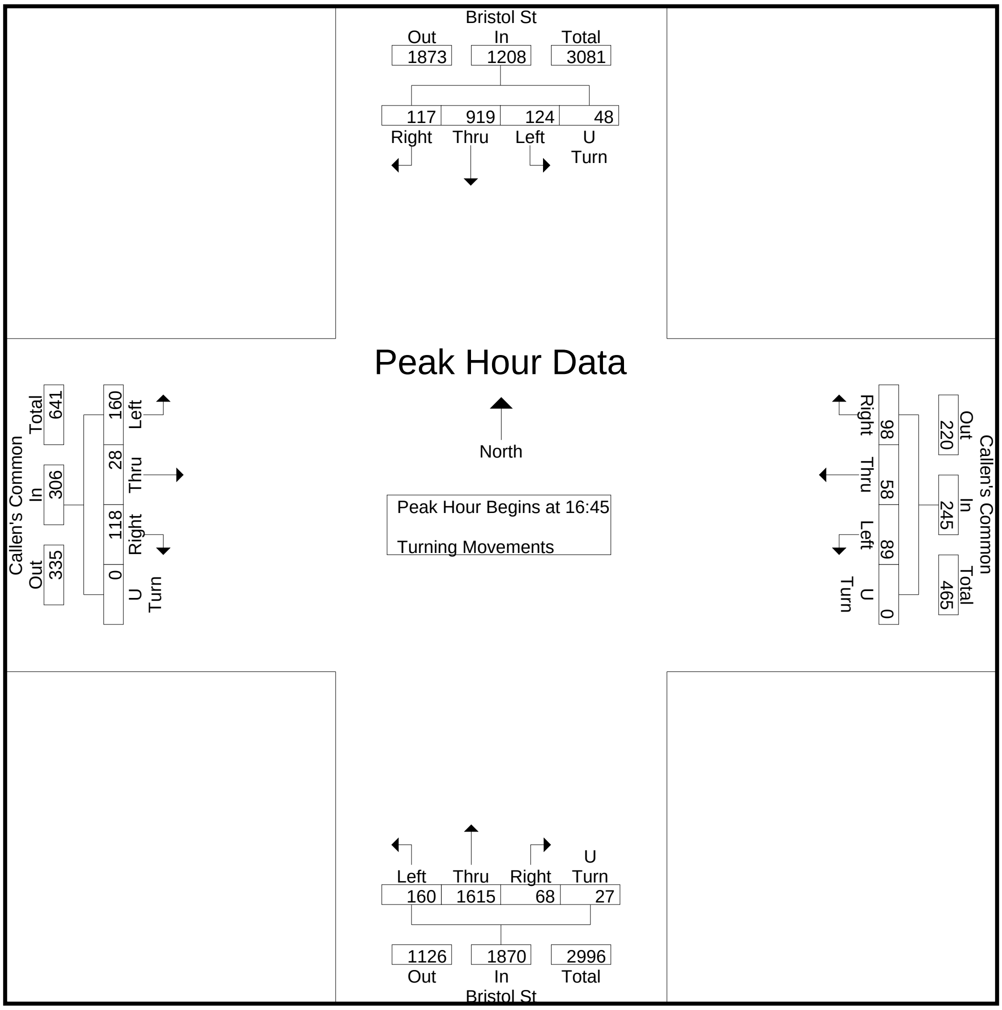
	Bristol St Southbound					Callen's Common Westbound					Bristol St Northbound					Callen's Common Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
07:30	24	**413**	6	1	**444**	0	1	7	0	8	9	127	19	0	155	25	0	12	0	37	**644**
07:45	17	371	10	3	401	2	2	9	0	13	8	**160**	13	0	**181**	18	**3**	14	0	35	630
08:00	**29**			**8**		**7**		**14**		**26**	**11**										
08:15	**28**	**354**	**22**	**3**	**407**	**4**	**6**	9	0	19	2	135	**22**	**2**	**161**	**29**	**0**	**18**	**0**	**47**	634
Total Volume	98	1476	51	15	1640	13	14	39	0	66	30	578	67	3	678	93	5	55	0	153	2537
% App. Total	6	90	3.1	0.9		19.7	21.2	59.1	0		4.4	85.3	9.9	0.4		60.8	3.3	35.9	0		
PHF	.845	.893	.580	.469	.923	.464	.583	.696	.000	.635	.682	.903	.761	.375	.936	.802	.417	.764	.000	.814	.985



City : Costa Mesa
N-S Direction : Bristol St
E-W Direction: Callen's Common

File Name : H2206015
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

	Bristol St Southbound					Callen's Common Westbound					Bristol St Northbound					Callen's Common Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	25	222	**39**									**408**	36	7	467	32	**10**	34	0	76	897
17:00	**34**			**14**																	
17:15	**31**	**227**	**20**	**14**	**292**	**24**	**17**	**27**	**0**	**68**	**24**	**400**	**42**	**9**	**475**	21	6	**45**	**0**	**72**	**907**
17:30	**27**	**269**	31	8	**335**	**28**	**16**	**21**	**0**	**65**	**14**	**402**	**41**	**6**	**463**	**34**	**5**	**41**	**0**	**80**	**943**
Total Volume	117	919	124	48	1208	98	58	89	0	245	68	1615	160	27	1870	118	28	160	0	306	3629
% App. Total	9.7	76.1	10.3	4		40	23.7	36.3	0		3.6	86.4	8.6	1.4		38.6	9.2	52.3	0		
PHF	.860	.854	.795	.857	.901	.875	.853	.824	.000	.901	.708	.990	.952	.750	.984	.868	.700	.889	.000	.956	.962



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Fairview Rd
E-W Directions:Sunflower Ave

File Name : H2206016
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

Groups Printed- Turning Movements

	Fairview Rd Southbound				Sunflower Ave Westbound				Fairview Rd Northbound				Sunflower Ave Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	6	323	22	4	18	21	27	0	15	120	1	1	14	21	8	0	601
07:15	9	336	18	2	27	30	46	0	18	154	17	0	19	29	9	4	718
07:30	18	416	29	4	23	51	64	0	19	226	43	1	27	36	10	5	972
07:45	39	384	71	6	38	86	45	0	23	220	57	0	25	56	14	11	1075
Total	72	1459	140	16	106	188	182	0	75	720	118	2	85	142	41	20	3366
08:00	24	349	39	5	37	57	43	0	26	200	22	0	26	54	13	2	897
08:15	16	344	39	3	25	36	51	0	19	145	14	0	8	45	4	6	755
08:30	17	374	31	3	13	36	41	0	10	146	11	0	16	37	9	3	747
08:45	18	341	21	6	17	39	45	0	11	140	16	0	22	24	6	3	709
Total	75	1408	130	17	92	168	180	0	66	631	63	0	72	160	32	14	3108
16:00	20	219	41	3	45	71	33	2	40	409	20	0	18	67	17	1	1006
16:15	29	222	29	5	31	89	25	0	39	404	32	0	12	41	21	6	985
16:30	23	232	28	5	29	100	25	1	47	494	19	2	24	76	38	1	1144
16:45	19	210	32	4	29	85	27	0	52	440	22	0	16	66	30	6	1038
Total	91	883	130	17	134	345	110	3	178	1747	93	2	70	250	106	14	4173
17:00	30	212	41	7	38	101	19	0	58	465	23	0	23	74	32	3	1126
17:15	26	195	32	2	37	126	37	1	54	423	16	0	24	62	17	1	1053
17:30	12	205	30	3	34	114	18	1	44	449	31	1	24	74	14	4	1058
17:45	20	204	35	3	35	94	37	1	37	398	25	0	22	45	26	4	986
Total	88	816	138	15	144	435	111	3	193	1735	95	1	93	255	89	12	4223
Grand Total	326	4566	538	65	476	1136	583	6	512	4833	369	5	320	807	268	60	14870
Apprch %	5.9	83.1	9.8	1.2	21.6	51.6	26.5	0.3	9	84.5	6.5	0.1	22	55.5	18.4	4.1	
Total %	2.2	30.7	3.6	0.4	3.2	7.6	3.9	0	3.4	32.5	2.5	0	2.2	5.4	1.8	0.4	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Fairview Rd
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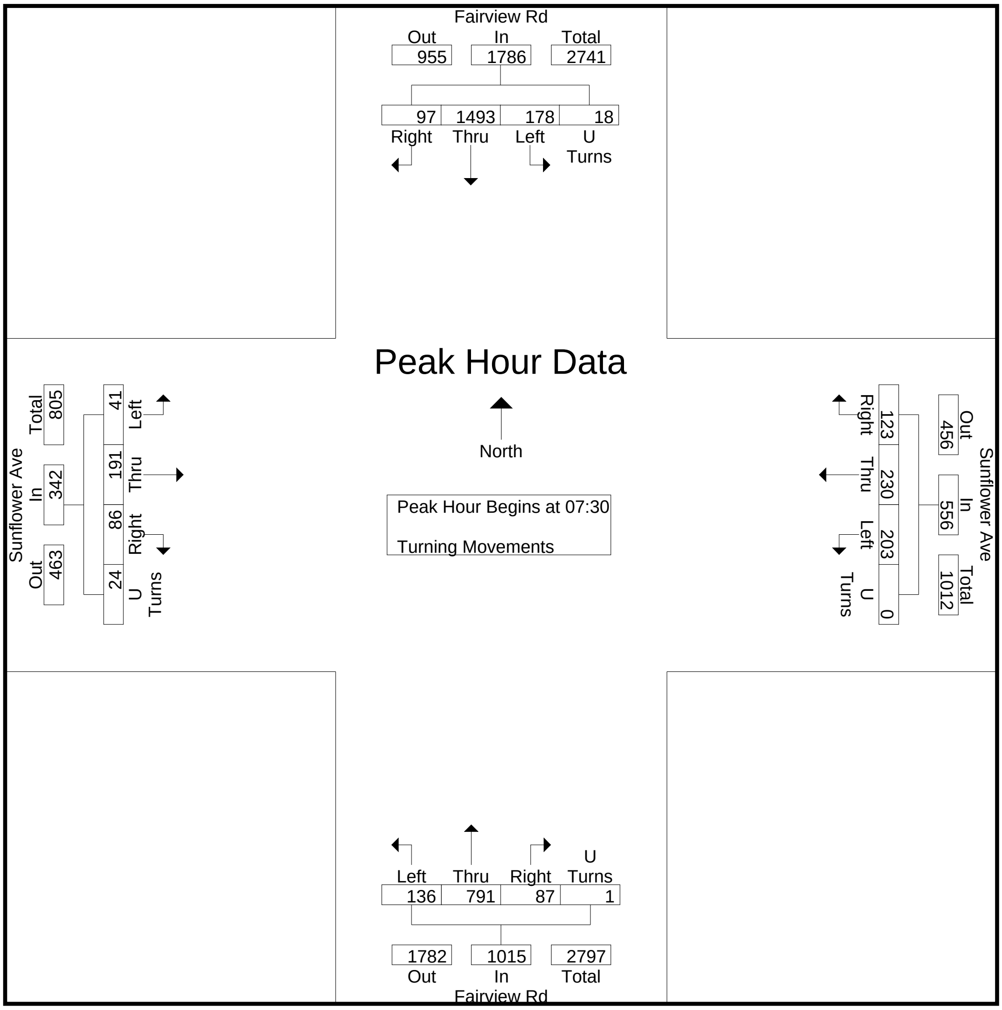
File Name : H2206016
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

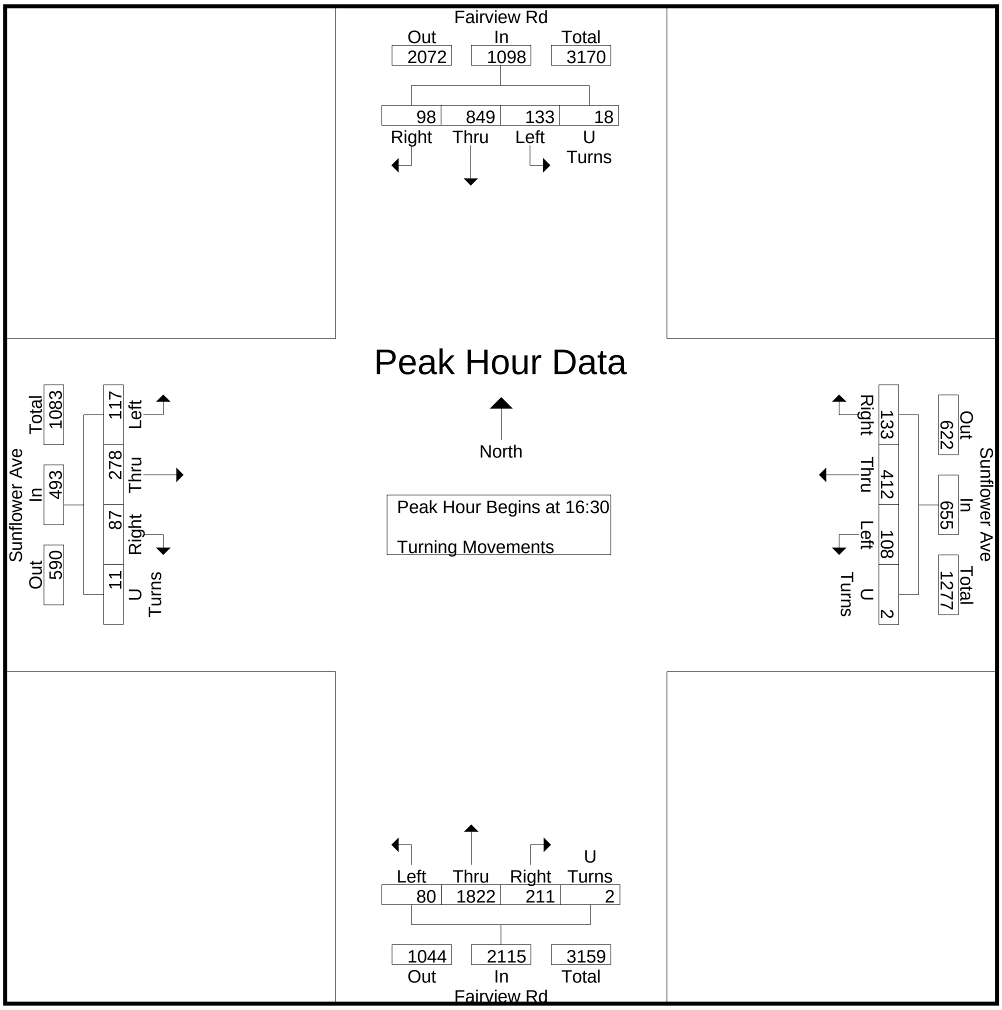
	Fairview Rd Southbound					Sunflower Ave Westbound					Fairview Rd Northbound					Sunflower Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	18	**416**	29	4	467	23	51	**64**				**226**	43	**1**		**27**					
07:45	**39**	**384**	**71**	**6**	**500**	**38**	**86**	45	0	**169**	23	220	**57**	**0**	**300**	25	**56**	**14**	**11**	**106**	**1075**
08:00	24	349	39	5	417	37	57	43	0	137	**26**										
08:15	**16**	**344**	**39**	**3**	**402**	**25**	**36**	**51**	**0**	**112**	**19**	**145**	**14**	**0**	**178**	**8**	**45**	**4**	**6**	**63**	**755**
Total Volume	97	1493	178	18	1786	123	230	203	0	556	87	791	136	1	1015	86	191	41	24	342	3699
% App. Total	5.4	83.6	10	1		22.1	41.4	36.5	0		8.6	77.9	13.4	0.1		25.1	55.8	12	7		
PHF	.622	.897	.627	.750	.893	.809	.669	.793	.000	.822	.837	.875	.596	.250	.846	.796	.853	.732	.545	.807	.860



City: Costa Mesa
N-S Directions: Fairview Rd
E-W Directions:Sunflower Ave

File Name : H2206016
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

	Fairview Rd Southbound					Sunflower Ave Westbound					Fairview Rd Northbound					Sunflower Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	23	**232**	28	5	288	29	100	25	**1**			**494**	19	**2**	**562**	**24**	**76**	**38**		**139**	**1144**
16:45	19	210	32	4	265	29	85	27	0	141	52	440	22	0	514	16	66	30	**6**		
17:00	**30**	**212**	**41**	**7**	**290**	**38**	**101**	**19**	**0**	**158**	**58**	**465**	**23**	**0**	**546**	**23**	**74**	**32**	**3**	**132**	**1126**
17:15	**26**	**195**	**32**	**2**	**255**	**37**	**126**	**37**	**1**	**201**	54	423	16	0	493	24	62	17	1	104	1053
Total Volume	98	849	133	18	1098	133	412	108	2	655	211	1822	80	2	2115	87	278	117	11	493	4361
% App. Total	8.9	77.3	12.1	1.6		20.3	62.9	16.5	0.3		10	86.1	3.8	0.1		17.6	56.4	23.7	2.2		
PHF	.817	.915	.811	.643	.947	.875	.817	.730	.500	.815	.909	.922	.870	.250	.941	.906	.914	.770	.458	.887	.953



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Bear St
E-W Directions: Sunflower Ave

File Name : H2206017
Site Code : 00000000
Start Date : 5/26/2022
Page No : 1

Groups Printed- Turning Movements

	Bear St Southbound				Sunflower Ave Westbound				Bear St Northbound				Sunflower Ave Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	6	62	21	0	5	27	21	0	25	27	8	0	14	90	0	0	306
07:15	4	92	34	0	10	39	13	0	27	63	7	0	25	123	3	0	440
07:30	8	139	39	0	13	53	30	0	40	83	3	0	46	131	6	0	591
07:45	19	169	64	0	21	100	31	0	28	54	10	0	51	159	15	0	721
Total	37	462	158	0	49	219	95	0	120	227	28	0	136	503	24	0	2058
08:00	9	111	37	0	14	62	23	0	28	40	14	0	35	154	16	0	543
08:15	6	101	34	0	7	49	35	0	48	67	9	0	40	95	5	0	496
08:30	6	111	42	0	11	68	24	0	48	63	4	0	26	87	6	0	496
08:45	6	85	39	0	3	42	38	0	35	45	4	0	25	58	6	0	386
Total	27	408	152	0	35	221	120	0	159	215	31	0	126	394	33	0	1921
16:00	8	66	17	0	55	160	73	1	115	209	28	1	30	96	14	0	873
16:15	9	81	18	0	47	173	65	1	121	243	46	0	28	101	26	0	959
16:30	6	70	23	0	46	154	56	1	108	234	37	1	30	115	18	0	899
16:45	6	88	20	0	41	170	74	3	122	266	34	2	31	121	22	1	1001
Total	29	305	78	0	189	657	268	6	466	952	145	4	119	433	80	1	3732
17:00	9	81	19	0	59	180	63	0	136	263	49	2	30	134	27	0	1052
17:15	7	82	19	0	56	193	72	1	133	243	61	1	35	88	25	0	1016
17:30	11	82	11	0	51	172	77	1	131	241	45	0	37	125	15	0	999
17:45	11	67	18	0	48	152	63	0	129	203	37	1	34	97	18	1	879
Total	38	312	67	0	214	697	275	2	529	950	192	4	136	444	85	1	3946
Grand Total	131	1487	455	0	487	1794	758	8	1274	2344	396	8	517	1774	222	2	11657
Apprch %	6.3	71.7	21.9	0	16	58.9	24.9	0.3	31.7	58.3	9.8	0.2	20.6	70.5	8.8	0.1	
Total %	1.1	12.8	3.9	0	4.2	15.4	6.5	0.1	10.9	20.1	3.4	0.1	4.4	15.2	1.9	0	

City: Costa Mesa
N-S Directions: Bear St
E-W Directions: Sunflower Ave

File Name : H2206017
Site Code : 00000000
Start Date : 5/26/2022
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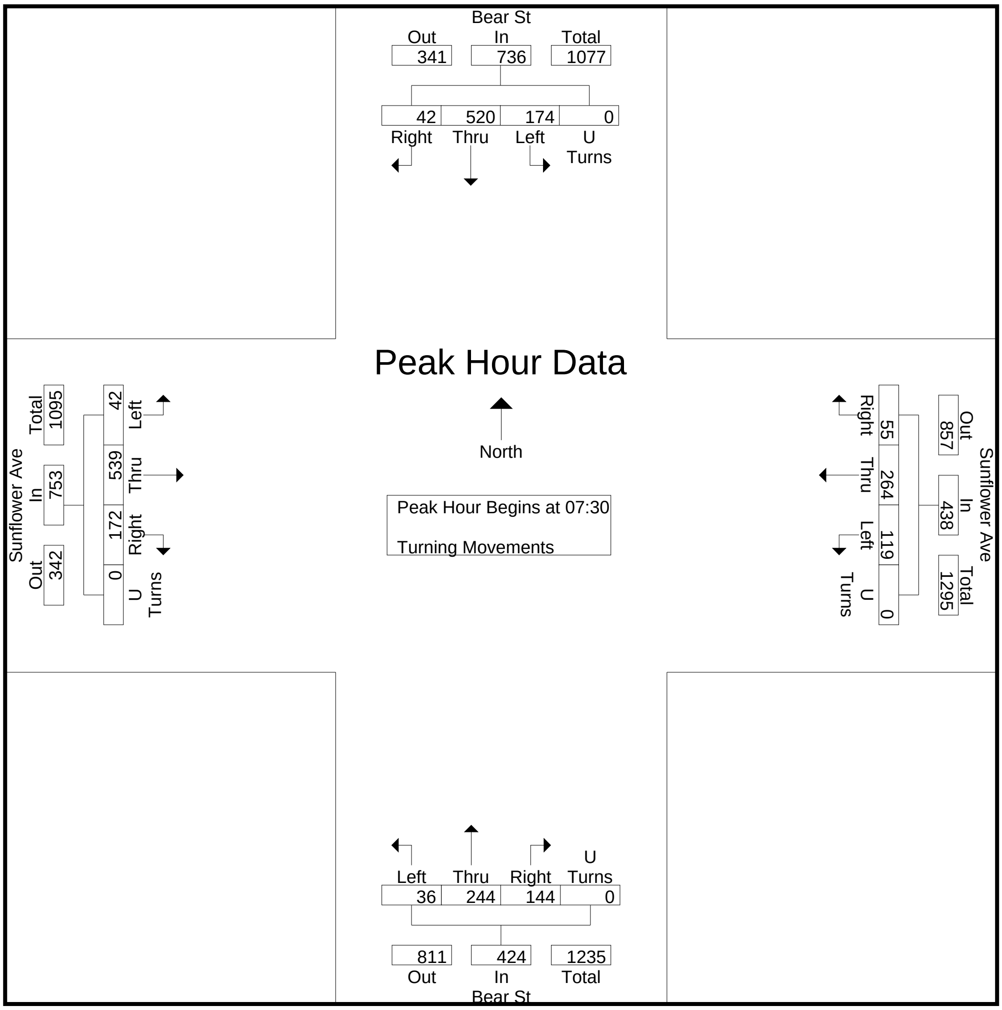
	Bear St Southbound					Sunflower Ave Westbound					Bear St Northbound					Sunflower Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	8	139	39	0	186	13	53	30	0	96	40	**83**	3	0	**126**	46	131	6	0	183	591
07:45	**19**	**169**	**64**		**252**	**21**	**100**	31	0	**152**	28	54	10	0	92	**51**	**159**	15	0	**225**	**721**
08:00	9	111	37	0	157	14	62	23	0	99	28	40	**14**					**16**			
08:15	**6**	**101**	**34**	**0**	**141**	**7**	**49**	**35**	**0**	**91**	**48**	**67**	**9**	**0**	**124**	**40**	**95**	**5**	**0**	**140**	**496**
Total Volume	42	520	174	0	736	55	264	119	0	438	144	244	36	0	424	172	539	42	0	753	2351
% App. Total	5.7	70.7	23.6	0		12.6	60.3	27.2	0		34	57.5	8.5	0		22.8	71.6	5.6	0		
PHF	.553	.769	.680	.000	.730	.655	.660	.850	.000	.720	.750	.735	.643	.000	.841	.843	.847	.656	.000	.837	.815

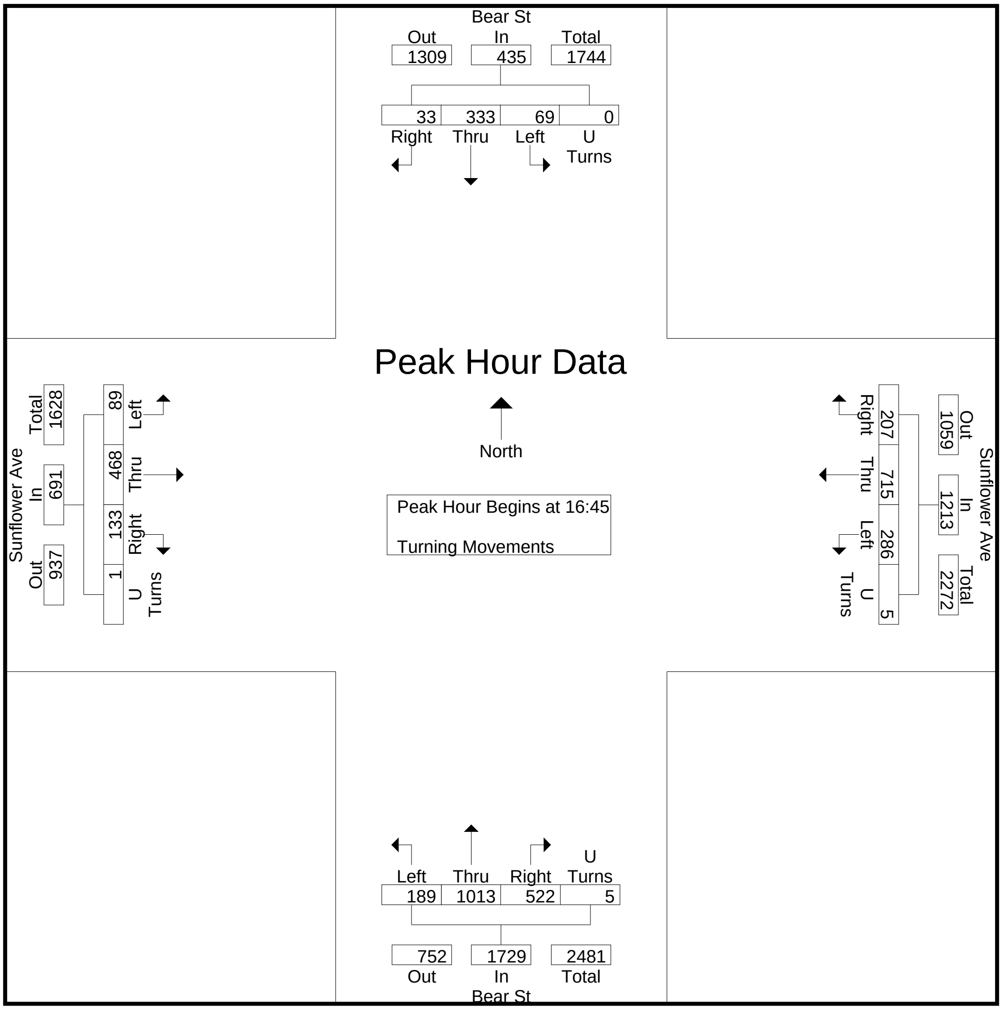


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Bear St
E-W Directions: Sunflower Ave

File Name : H2206017
Site Code : 00000000
Start Date : 5/26/2022
Page No : 3

	Bear St Southbound					Sunflower Ave Westbound					Bear St Northbound					Sunflower Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	6	**88**	**20**		**114**	41	170	74	**3**			**266**	34	**2**					**1**		
17:00	**9**	**81**	**19**	**0**	**109**	**59**	**180**	**63**	**0**	**302**	**136**	**263**	**49**	**2**	**450**	30	**134**	**27**	**0**	**191**	**1052**
17:15	7	82	19	0	108	56	**193**	72	1	**322**	133	243	**61**								
17:30	**11**	**82**	**11**	**0**	**104**	**51**	**172**	**77**	**1**	**301**	**131**	**241**	**45**	**0**	**417**	**37**	**125**	**15**	**0**	**177**	**999**
Total Volume	33	333	69	0	435	207	715	286	5	1213	522	1013	189	5	1729	133	468	89	1	691	4068
% App. Total	7.6	76.6	15.9	0		17.1	58.9	23.6	0.4		30.2	58.6	10.9	0.3		19.2	67.7	12.9	0.1		
PHF	.750	.946	.863	.000	.954	.877	.926	.929	.417	.942	.960	.952	.775	.625	.961	.899	.873	.824	.250	.904	.967



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Unsignalized Intersectio
E-W Directions: Sunflower Ave

File Name : H2206019
Site Code : 00000000
Start Date : 5/26/2022
Page No : 1

Groups Printed- Turning Movements

	Unsignalized Intersection (World Market) Southbound				Sunflower Ave Westbound				Unsignalized Intersection (World Market) Northbound				Sunflower Ave Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	1	0	0	0	1	50	8	0	2	0	0	0	0	129	1	0	192
07:15	1	0	1	0	0	69	4	0	1	0	1	0	5	165	2	0	249
07:30	2	0	0	0	0	89	6	0	1	0	0	0	5	201	7	0	311
07:45	6	0	0	0	1	129	21	0	5	0	0	0	3	248	12	0	425
Total	10	0	1	0	2	337	39	0	9	0	1	0	13	743	22	0	1177
08:00	2	0	1	0	2	90	6	1	3	0	0	0	6	185	6	0	302
08:15	1	0	0	0	1	86	7	1	0	0	0	0	3	174	8	0	281
08:30	7	0	0	0	0	87	9	0	6	0	0	0	8	153	6	1	277
08:45	2	0	0	0	1	81	18	0	4	0	0	0	4	123	13	0	246
Total	12	0	1	0	4	344	40	2	13	0	0	0	21	635	33	1	1106
16:00	22	0	0	0	2	262	14	4	28	0	0	0	12	210	25	0	579
16:15	23	0	0	0	6	246	24	3	34	0	1	0	9	199	30	0	575
16:30	20	2	0	0	4	227	22	0	38	1	0	0	6	189	39	0	548
16:45	26	0	0	0	5	292	18	1	28	0	1	0	11	219	27	0	628
Total	91	2	0	0	17	1027	78	8	128	1	2	0	38	817	121	0	2330
17:00	21	0	0	0	4	313	21	2	28	0	2	0	10	234	26	0	661
17:15	22	1	0	0	13	284	13	1	29	0	1	0	8	201	29	0	602
17:30	28	0	0	0	8	283	18	0	25	0	0	0	13	242	24	0	641
17:45	24	0	0	0	6	227	18	0	30	1	0	0	8	211	27	1	553
Total	95	1	0	0	31	1107	70	3	112	1	3	0	39	888	106	1	2457
Grand Total	208	3	2	0	54	2815	227	13	262	2	6	0	111	3083	282	2	7070
Apprch %	97.7	1.4	0.9	0	1.7	90.5	7.3	0.4	97	0.7	2.2	0	3.2	88.6	8.1	0.1	
Total %	2.9	0	0	0	0.8	39.8	3.2	0.2	3.7	0	0.1	0	1.6	43.6	4	0	

City: Costa Mesa
N-S Directions: Unsignalized Intersectio
E-W Directions: Sunflower Ave

File Name : H2206019
Site Code : 00000000
Start Date : 5/26/2022
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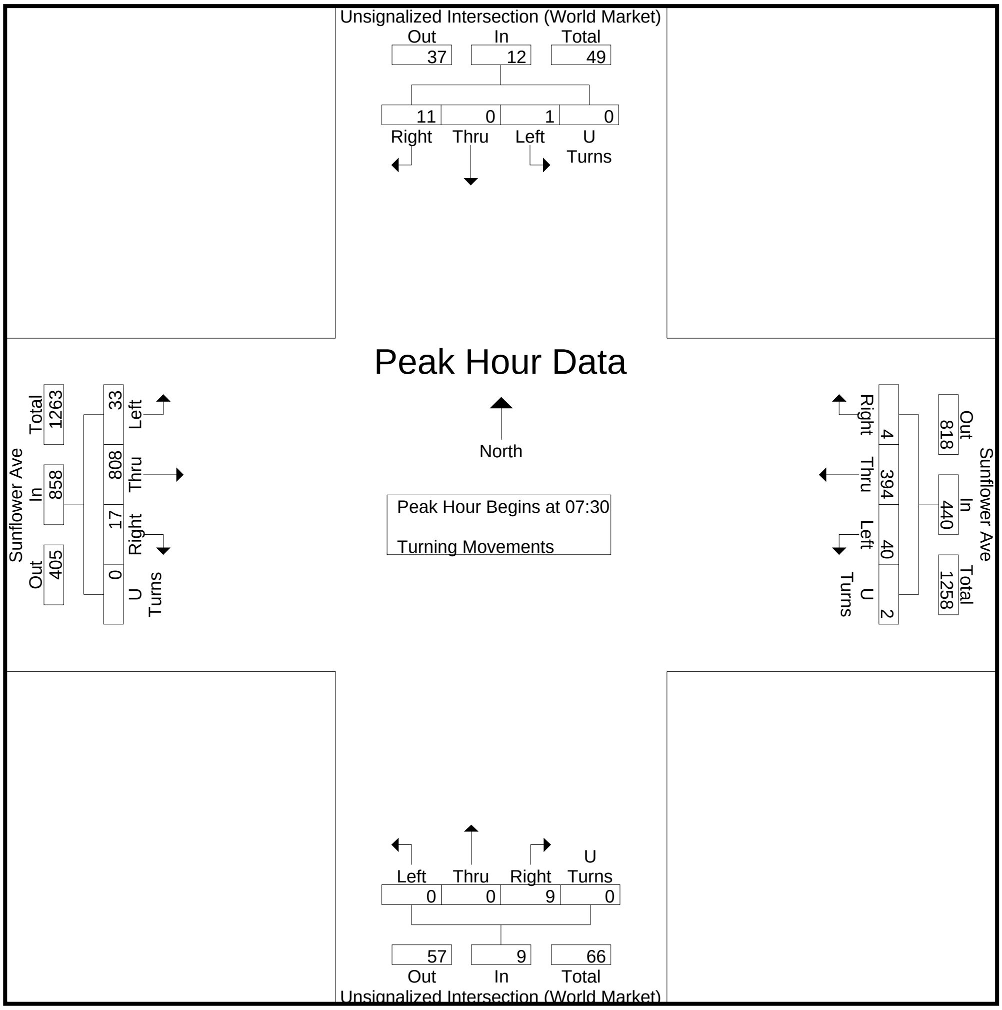
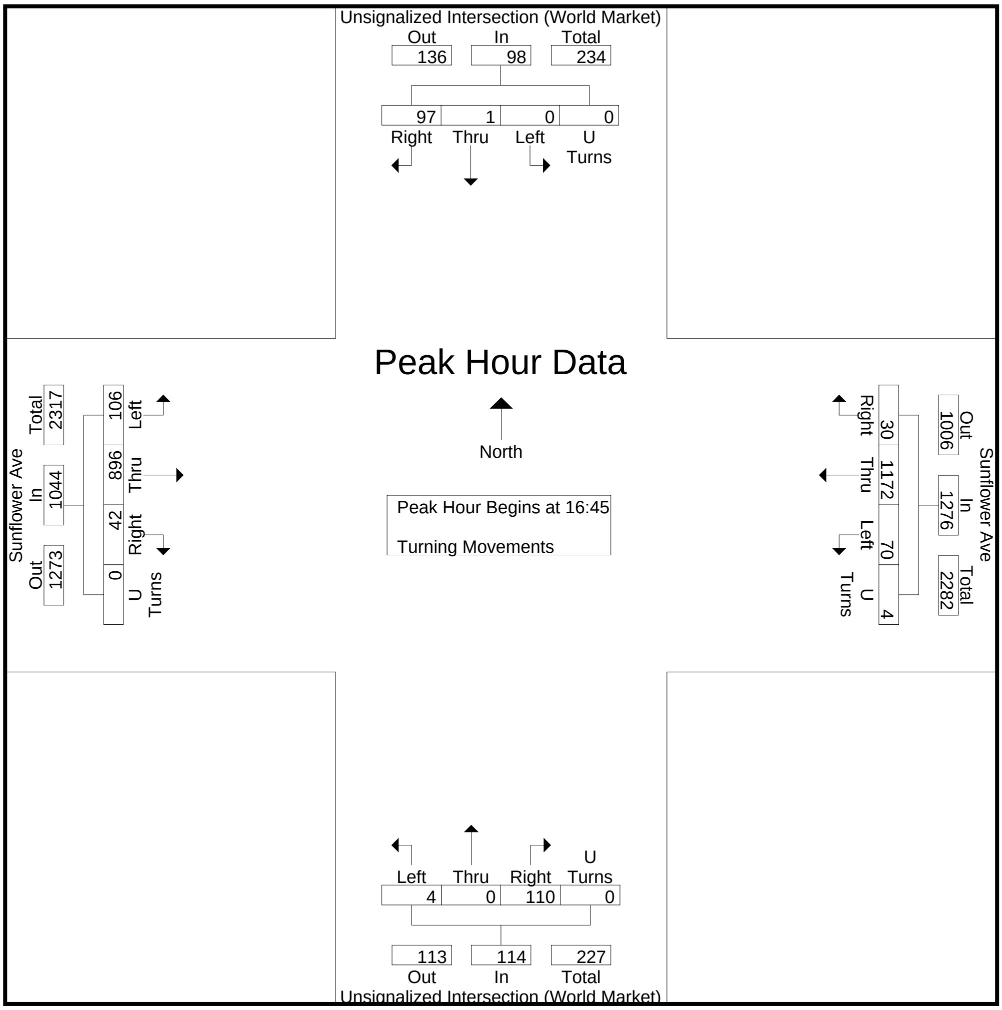
	Unsignalized Intersection (World Market) Southbound					Sunflower Ave Westbound					Unsignalized Intersection (World Market) Northbound					Sunflower Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	2	0	0	0	2	0	89	6	0	95	1	0	0	0	1	5	201	7	0	213	311
07:45	**6**				**6**	1	**129**	**21**		**151**	**5**				**5**	3	**248**	**12**		**263**	**425**
08:00	2	0	**1**			**2**			**1**							**6**					
08:15	**1**	**0**	**0**	**0**	**1**	**1**	**86**	**7**	**1**	**95**	**0**	**0**	**0**	**0**	**0**	**3**	**174**	**8**	**0**	**185**	**281**
Total Volume	11	0	1	0	12	4	394	40	2	440	9	0	0	0	9	17	808	33	0	858	1319
% App. Total	91.7	0	8.3	0		0.9	89.5	9.1	0.5		100	0	0	0		2	94.2	3.8	0		
PHF	.458	.000	.250	.000	.500	.500	.764	.476	.500	.728	.450	.000	.000	.000	.450	.708	.815	.688	.000	.816	.776



City: Costa Mesa
N-S Directions: Unsignalized Intersectio
E-W Directions: Sunflower Ave

File Name : H2206019
Site Code : 00000000
Start Date : 5/26/2022
Page No : 3

	Unsignalized Intersection (World Market) Southbound					Sunflower Ave Westbound					Unsignalized Intersection (World Market) Northbound					Sunflower Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	26	0	0	0	26	5	292	18	1	316	28	0	1	0	29	11	219	27	0	257	628
17:00	21	0	0	0	21	4	**313**	**21**	**2**	**340**	28	0	**2**		**30**	10	234	26	0	270	**661**
17:15	22	**1**	0	0	23	**13**					**29**							**29**			
17:30	**28**	**0**	**0**	**0**	**28**	8	283	18	0	309	25	0	0	0	25	**13**	**242**	24	0	**279**	641
Total Volume	97	1	0	0	98	30	1172	70	4	1276	110	0	4	0	114	42	896	106	0	1044	2532
% App. Total	99	1	0	0		2.4	91.8	5.5	0.3		96.5	0	3.5	0		4	85.8	10.2	0		
PHF	.866	.250	.000	.000	.875	.577	.936	.833	.500	.938	.948	.000	.500	.000	.950	.808	.926	.914	.000	.935	.958



City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: Sunflower Ave

File Name : H2206020
Site Code : 00000000
Start Date : 5/26/2022
Page No : 1

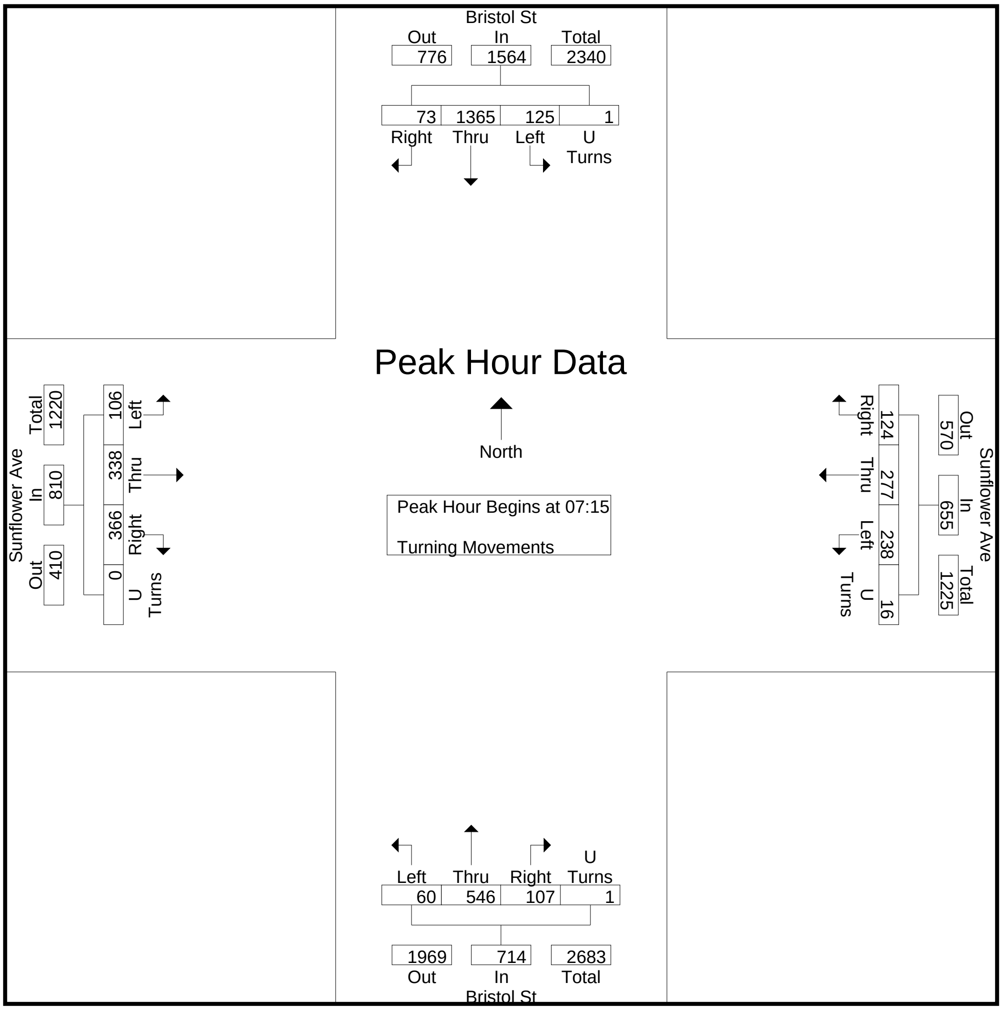
Groups Printed- Turning Movements

	Bristol St Southbound				Sunflower Ave Westbound				Bristol St Northbound				Sunflower Ave Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	11	255	30	0	27	41	47	9	16	104	8	0	44	69	21	0	682
07:15	11	339	31	0	30	53	50	2	23	141	4	0	86	61	28	0	859
07:30	11	370	35	0	35	57	63	4	24	139	20	1	90	88	29	0	966
07:45	31	353	30	1	35	108	64	5	29	145	17	0	105	110	24	0	1057
Total	64	1317	126	1	127	259	224	20	92	529	49	1	325	328	102	0	3564
08:00	20	303	29	0	24	59	61	5	31	121	19	0	85	79	25	0	861
08:15	18	295	33	0	30	61	60	3	29	109	20	0	65	87	24	0	834
08:30	25	289	50	2	31	51	51	5	28	132	27	1	66	69	26	1	854
08:45	28	241	35	0	22	59	46	7	35	115	12	2	68	46	11	1	728
Total	91	1128	147	2	107	230	218	20	123	477	78	3	284	281	86	2	3277
16:00	47	194	30	1	68	155	48	8	47	371	89	3	63	103	61	6	1294
16:15	39	168	42	3	67	157	38	3	44	331	89	2	81	108	61	7	1240
16:30	37	197	42	2	46	156	63	5	47	348	69	7	63	104	67	3	1256
16:45	48	169	34	4	55	182	54	6	51	348	85	3	69	122	56	3	1289
Total	171	728	148	10	236	650	203	22	189	1398	332	15	276	437	245	19	5079
17:00	40	185	42	3	72	213	46	7	38	353	84	5	79	113	56	2	1338
17:15	24	175	42	2	83	208	52	15	40	373	84	3	73	98	56	4	1332
17:30	26	196	53	4	77	202	61	3	54	325	96	1	75	108	64	0	1345
17:45	35	185	44	4	80	143	42	6	43	323	81	0	80	110	61	0	1237
Total	125	741	181	13	312	766	201	31	175	1374	345	9	307	429	237	6	5252
Grand Total	451	3914	602	26	782	1905	846	93	579	3778	804	28	1192	1475	670	27	17172
Apprch %	9	78.4	12.1	0.5	21.6	52.5	23.3	2.6	11.2	72.8	15.5	0.5	35.4	43.8	19.9	0.8	
Total %	2.6	22.8	3.5	0.2	4.6	11.1	4.9	0.5	3.4	22	4.7	0.2	6.9	8.6	3.9	0.2	

City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: Sunflower Ave

File Name : H2206020
Site Code : 00000000
Start Date : 5/26/2022
Page No : 2

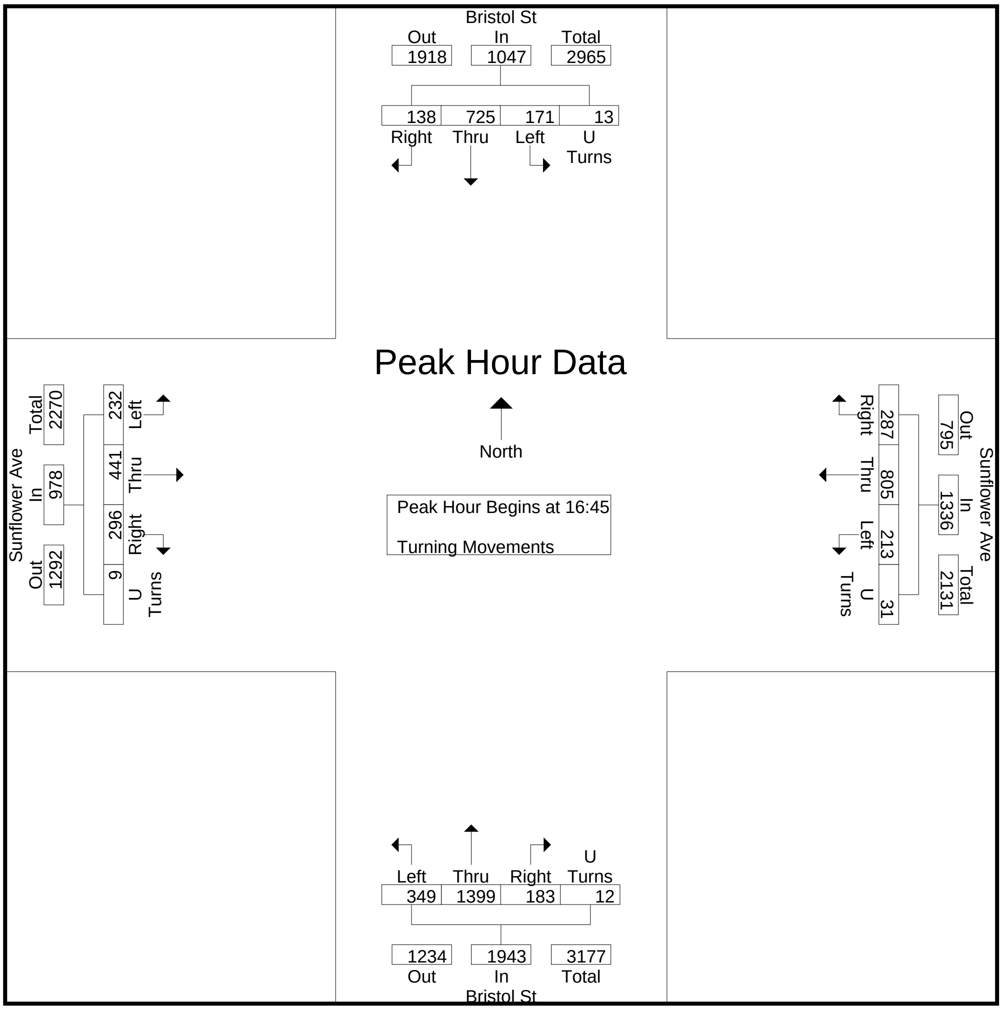
	Bristol St Southbound					Sunflower Ave Westbound					Bristol St Northbound					Sunflower Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	11	339	31	0	381	30	53	50	2	135	23	141	4	0	168	86	61	28	0	175	859
07:30	11	**370**	**35**		**416**	**35**							**20**	**1**				**29**			
07:45	**31**	**353**	**30**	**1**	**415**	**35**	**108**	**64**	**5**	**212**	29	**145**	17	0	**191**	**105**	**110**	24	0	**239**	**1057**
08:00	20	303	29	0	352	24	59	61	5	149	**31**										
Total Volume	73	1365	125	1	1564	124	277	238	16	655	107	546	60	1	714	366	338	106	0	810	3743
% App. Total	4.7	87.3	8	0.1		18.9	42.3	36.3	2.4		15	76.5	8.4	0.1		45.2	41.7	13.1	0		
PHF	.589	.922	.893	.250	.940	.886	.641	.930	.800	.772	.863	.941	.750	.250	.935	.871	.768	.914	.000	.847	.885



City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: Sunflower Ave

File Name : H2206020
Site Code : 00000000
Start Date : 5/26/2022
Page No : 3

	Bristol St Southbound					Sunflower Ave Westbound					Bristol St Northbound					Sunflower Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	**48**			**4**													**122**	56	3	**250**	1289
17:00	40	185	42	3	270	72	**213**	46	7	338	38	353	84	**5**		**79**					
17:15	**24**	**175**	**42**	**2**	**243**	**83**	**208**	**52**	**15**	**358**	40	**373**	84	3	**500**	73	98	56	**4**	**231**	**1332**
17:30	**26**	**196**	**53**	**4**	**279**	77	202	**61**	**3**	**343**	**54**	**325**	**96**	**1**	**476**	**75**	**108**	**64**	**0**	**247**	**1345**
Total Volume	138	725	171	13	1047	287	805	213	31	1336	183	1399	349	12	1943	296	441	232	9	978	5304
% App. Total	13.2	69.2	16.3	1.2		21.5	60.3	15.9	2.3		9.4	72	18	0.6		30.3	45.1	23.7	0.9		
PHF	.719	.925	.807	.813	.938	.864	.945	.873	.517	.933	.847	.938	.909	.600	.972	.937	.904	.906	.563	.978	.986



City : Costa Mesa
N-S Direction : Flower St, Sakioka Dr
E-W Direction: Sunflower Ave

File Name : h2206021
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

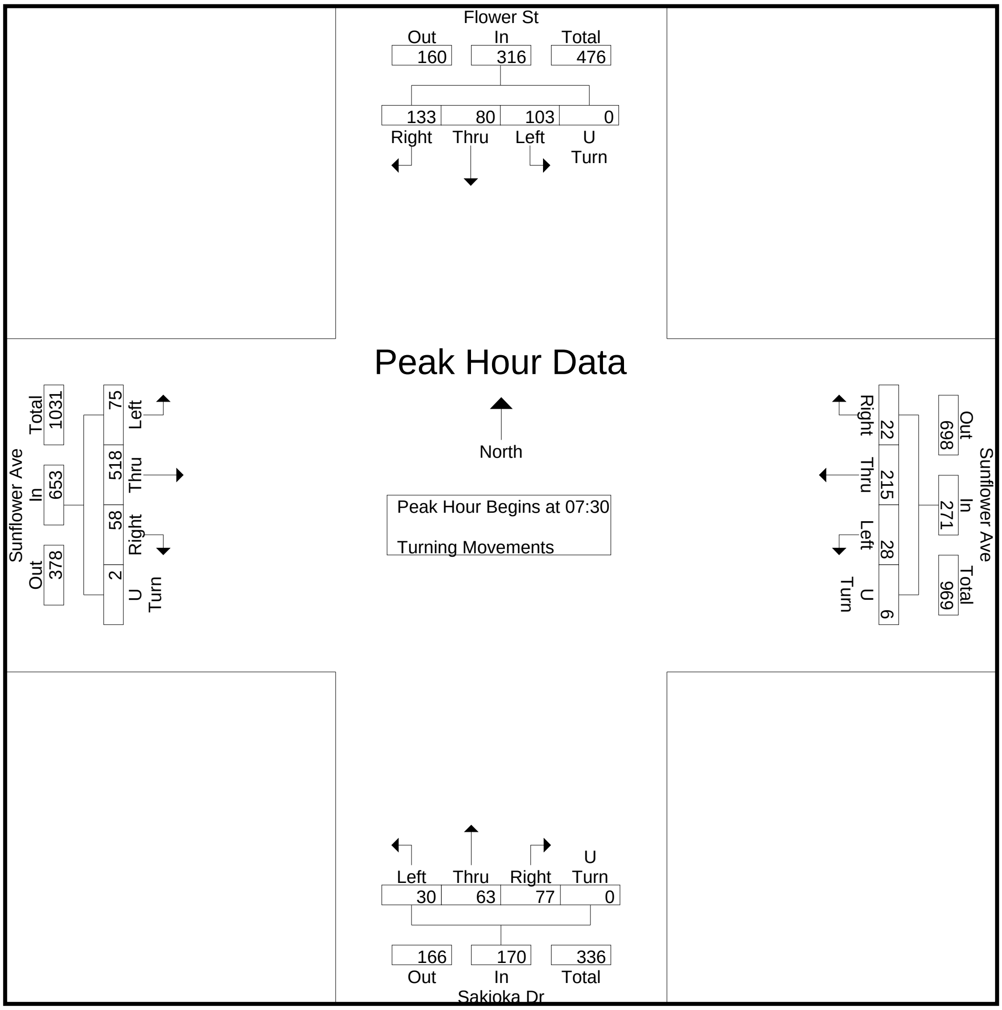
Groups Printed- Turning Movements

	Flower St Southbound				Sunflower Ave Westbound				Sakioka Dr Northbound				Sunflower Ave Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	26	15	16	0	5	25	8	3	14	13	4	0	5	73	18	1	226
07:15	36	13	17	0	5	47	4	3	20	13	6	0	9	94	27	1	295
07:30	46	19	28	0	7	48	6	3	18	20	10	0	11	140	25	0	381
07:45	25	17	28	0	4	56	7	0	29	21	8	0	12	142	23	0	372
Total	133	64	89	0	21	176	25	9	81	67	28	0	37	449	93	2	1274
08:00	32	15	28	0	5	63	8	0	17	12	6	0	17	112	15	2	332
08:15	30	29	19	0	6	48	7	3	13	10	6	0	18	124	12	0	325
08:30	26	20	20	0	14	68	11	0	14	15	3	0	9	95	12	12	319
08:45	25	15	23	0	10	44	4	1	14	14	4	0	10	82	14	14	274
Total	113	79	90	0	35	223	30	4	58	51	19	0	54	413	53	28	1250
16:00	28	15	6	0	22	123	3	3	12	77	13	0	15	91	53	0	461
16:15	26	19	5	0	22	115	9	2	11	60	12	0	9	113	41	0	444
16:30	33	23	7	0	26	134	9	0	13	59	8	0	11	115	55	0	493
16:45	34	12	7	0	16	138	16	0	16	65	12	0	22	123	43	2	506
Total	121	69	25	0	86	510	37	5	52	261	45	0	57	442	192	2	1904
17:00	26	16	10	0	17	177	9	0	13	82	18	0	9	141	54	0	572
17:15	34	23	6	0	28	157	17	2	15	71	13	0	21	122	46	4	559
17:30	45	18	12	0	22	150	10	1	14	70	16	0	19	136	44	4	561
17:45	24	22	11	0	14	108	9	1	12	58	14	0	19	138	39	2	471
Total	129	79	39	0	81	592	45	4	54	281	61	0	68	537	183	10	2163
Grand Total	496	291	243	0	223	1501	137	22	245	660	153	0	216	1841	521	42	6591
Apprch %	48.2	28.3	23.6	0	11.8	79.7	7.3	1.2	23.2	62.4	14.5	0	8.2	70.3	19.9	1.6	
Total %	7.5	4.4	3.7	0	3.4	22.8	2.1	0.3	3.7	10	2.3	0	3.3	27.9	7.9	0.6	

City : Costa Mesa
N-S Direction : Flower St, Sakioka Dr
E-W Direction: Sunflower Ave

File Name : h2206021
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

	Flower St Southbound					Sunflower Ave Westbound					Sakioka Dr Northbound					Sunflower Ave Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**46**		**28**		**93**	**7**			**3**				**10**					**25**			**381**
07:45	25	17	28	0	70	4	56	7	0	67	**29**	**21**	8	0	**58**	12	**142**	23	0	**177**	372
08:00	32	15	28	0	75	5	**63**	**8**		**76**	17	12	6	0	35	17	112	15	**2**		
08:15	**30**	**29**	19	0	78	6	48	7	3	64	13	10	6	0	29	**18**	**124**	**12**	**0**	**154**	**325**
Total Volume	133	80	103	0	316	22	215	28	6	271	77	63	30	0	170	58	518	75	2	653	1410
% App. Total	42.1	25.3	32.6	0		8.1	79.3	10.3	2.2		45.3	37.1	17.6	0		8.9	79.3	11.5	0.3		
PHF	.723	.690	.920	.000	.849	.786	.853	.875	.500	.891	.664	.750	.750	.000	.733	.806	.912	.750	.250	.922	.925

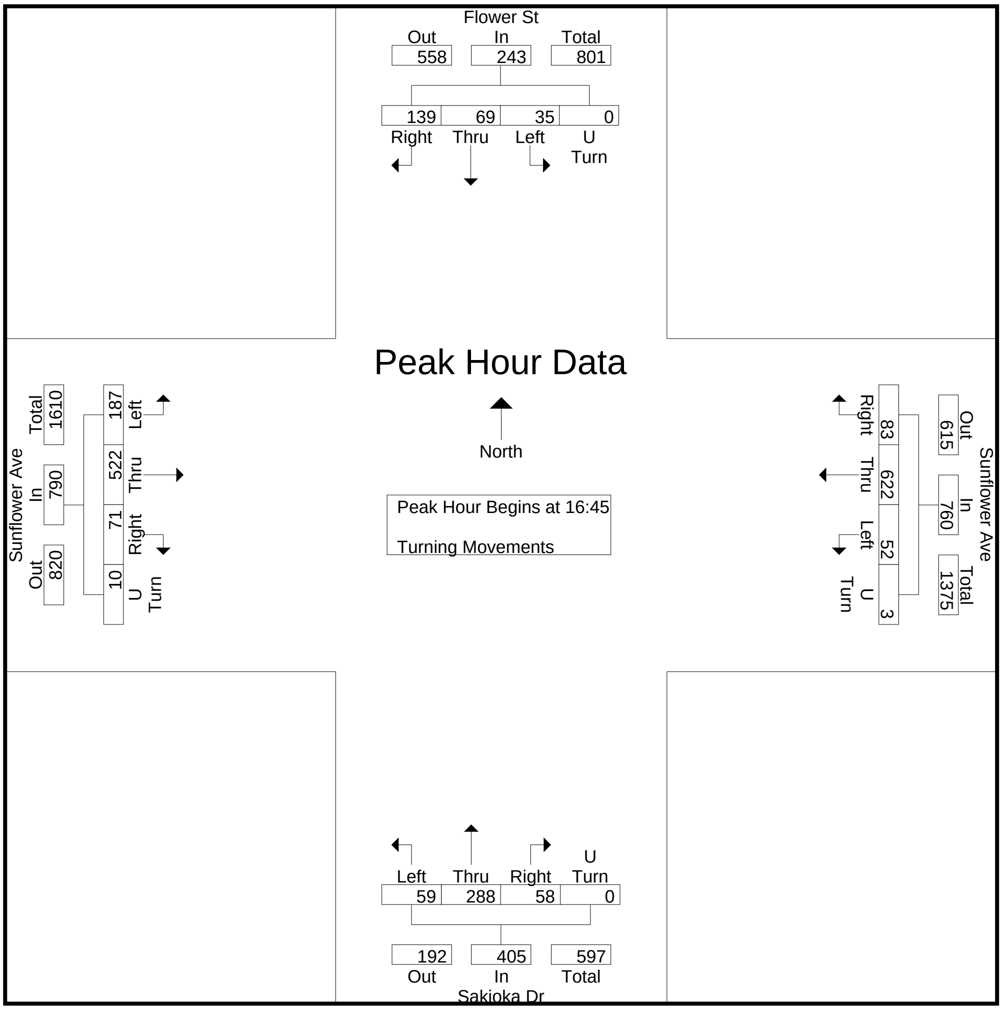


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Flower St, Sakioka Dr
E-W Direction: Sunflower Ave

File Name : h2206021
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

	Flower St Southbound					Sunflower Ave Westbound					Sakioka Dr Northbound					Sunflower Ave Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	34	12	7	0	53	16	138	16	0	170	**16**					**22**					
17:00	**26**	**16**	**10**	**0**	**52**	**17**	**177**	9	0	203	13	**82**	**18**	**0**	**113**	9	**141**	**54**	**0**	**204**	**572**
17:15	34	**23**	6	0	63	**28**		**17**	**2**	**204**	15	71	13	0	99	21	122	46	**4**		
17:30	**45**	**18**	**12**	**0**	**75**	22	150	10	1	183	14	70	16	0	100	19	136	44	4	203	561
Total Volume	139	69	35	0	243	83	622	52	3	760	58	288	59	0	405	71	522	187	10	790	2198
% App. Total	57.2	28.4	14.4	0		10.9	81.8	6.8	0.4		14.3	71.1	14.6	0		9	66.1	23.7	1.3		
PHF	.772	.750	.729	.000	.810	.741	.879	.765	.375	.931	.906	.878	.819	.000	.896	.807	.926	.866	.625	.968	.961



City: Costa Mesa
N-S Directions: Main St
E-W Directions: Sunflower Ave

File Name : H2206022
Site Code : 00000000
Start Date : 5/24/2022
Page No : 1

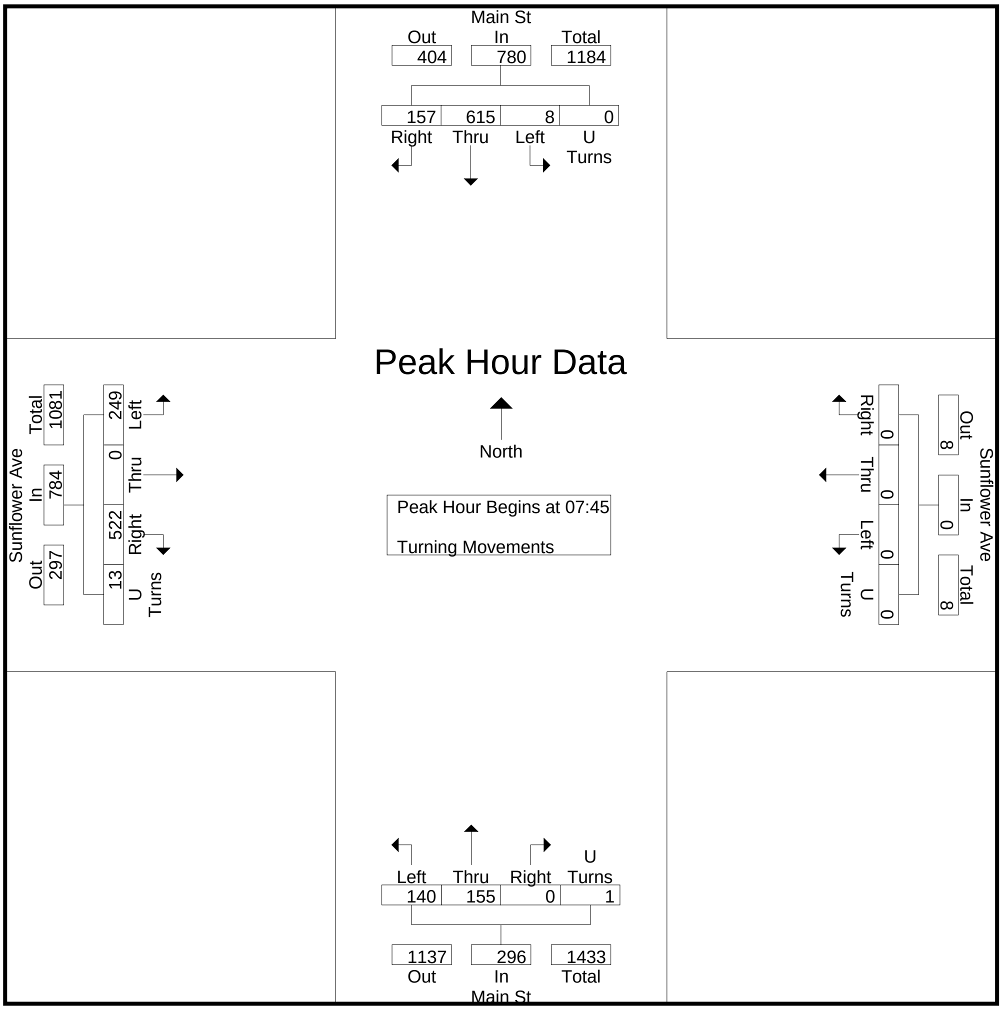
Groups Printed- Turning Movements

	Main St				Sunflower Ave				Main St				Sunflower Ave				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	36	102	2	0	0	0	0	0	0	28	22	0	52	0	35	5	282
07:15	44	156	1	0	0	0	0	0	0	32	15	0	86	0	52	0	386
07:30	38	128	1	0	0	0	0	0	0	28	19	0	108	0	66	0	388
07:45	38	179	1	0	0	0	0	0	0	43	27	0	180	0	82	0	550
Total	156	565	5	0	0	0	0	0	0	131	83	0	426	0	235	5	1606
08:00	42	148	2	0	0	0	0	0	0	53	41	0	120	0	70	8	484
08:15	38	147	0	0	0	0	0	0	0	31	32	1	116	0	46	2	413
08:30	39	141	5	0	0	0	0	0	0	28	40	0	106	0	51	3	413
08:45	33	143	0	0	0	0	0	0	0	34	36	0	93	0	42	5	386
Total	152	579	7	0	0	0	0	0	0	146	149	1	435	0	209	18	1696
*** BREAK ***																	
16:00	39	51	3	0	0	0	0	0	0	169	126	0	65	0	112	1	566
16:15	64	41	0	0	0	0	0	0	0	175	92	0	73	0	84	4	533
16:30	51	36	2	0	0	0	0	0	0	225	123	0	77	0	103	3	620
16:45	47	46	1	0	0	0	0	0	0	171	115	0	77	0	94	2	553
Total	201	174	6	0	0	0	0	0	0	740	456	0	292	0	393	10	2272
17:00	67	52	2	0	0	0	0	0	0	248	184	0	82	0	114	3	752
17:15	49	38	3	0	0	0	0	0	0	279	165	0	97	0	127	5	763
17:30	72	66	2	0	0	0	0	0	0	193	165	0	95	0	86	7	686
17:45	49	51	0	0	0	0	0	0	0	161	101	0	80	0	110	2	554
Total	237	207	7	0	0	0	0	0	0	881	615	0	354	0	437	17	2755
Grand Total	746	1525	25	0	0	0	0	0	0	1898	1303	1	1507	0	1274	50	8329
Apprch %	32.5	66.4	1.1	0	0	0	0	0	0	59.3	40.7	0	53.2	0	45	1.8	
Total %	9	18.3	0.3	0	0	0	0	0	0	22.8	15.6	0	18.1	0	15.3	0.6	

City: Costa Mesa
N-S Directions: Main St
E-W Directions: Sunflower Ave

File Name : H2206022
Site Code : 00000000
Start Date : 5/24/2022
Page No : 2

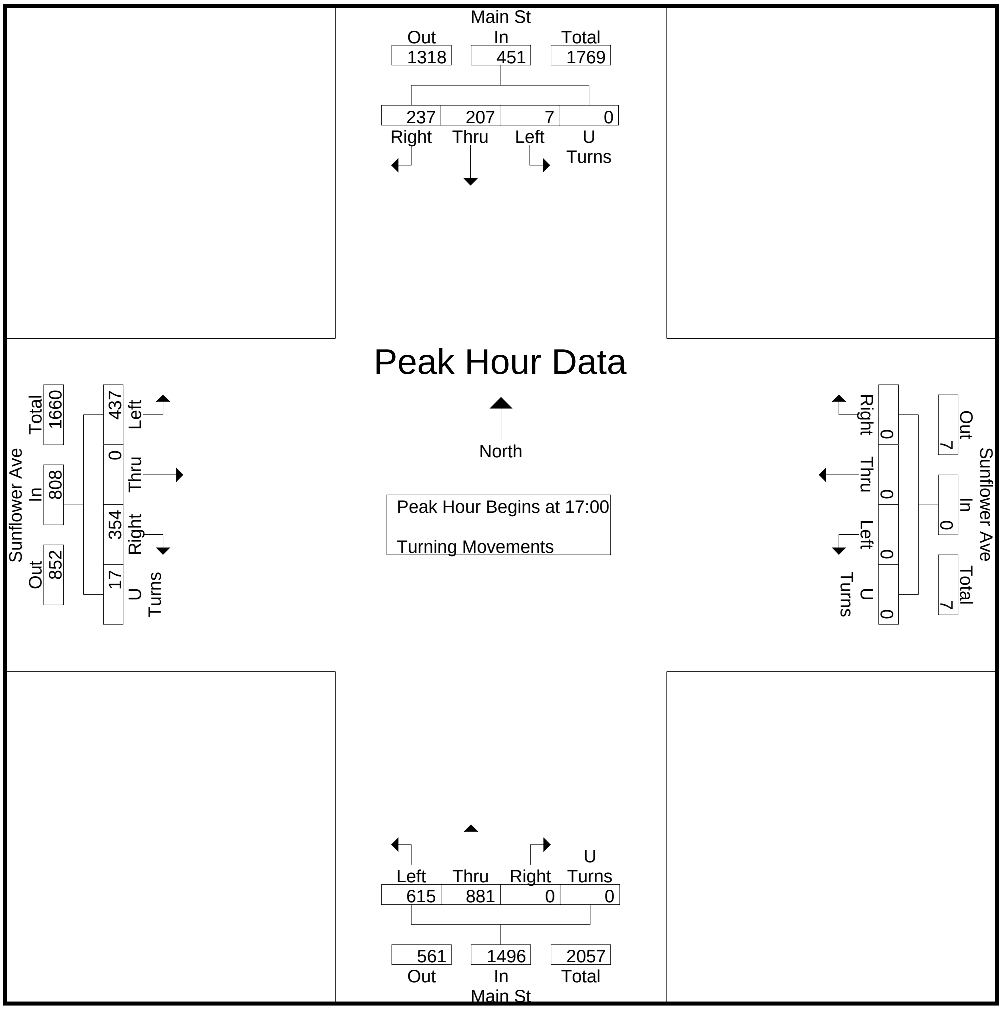
	Main St Southbound					Sunflower Ave Westbound					Main St Northbound					Sunflower Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	38	**179**	1	0	**218**	0	0	0	0	0	0	43	27	0	70	**180**		**82**		**262**	**550**
08:00	**42**											**53**	**41**		**94**	120	0	70	**8**		
08:15	**38**	**147**	**0**	**0**	**185**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**32**	**1**	**64**	**116**	**0**	**46**	**2**	**164**	**413**
08:30	**39**	**141**	**5**	**0**	**185**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**40**	**0**	**68**	**106**	**0**	**51**	**3**	**160**	**413**
Total Volume	157	615	8	0	780	0	0	0	0	0	0	155	140	1	296	522	0	249	13	784	1860
% App. Total	20.1	78.8	1	0		0	0	0	0		0	52.4	47.3	0.3		66.6	0	31.8	1.7		
PHF	.935	.859	.400	.000	.894	.000	.000	.000	.000	.000	.000	.731	.854	.250	.787	.725	.000	.759	.406	.748	.845



City: Costa Mesa
N-S Directions: Main St
E-W Directions: Sunflower Ave

File Name : H2206022
Site Code : 00000000
Start Date : 5/24/2022
Page No : 3

	Main St Southbound					Sunflower Ave Westbound					Main St Northbound					Sunflower Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	67	52	2	0	121	0	0	0	0	0	0	248	**184**								
17:15	**49**	**38**	**3**	**0**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**279**	165	0	**444**	**97**	**0**	**127**	**5**	**229**	**763**
17:30	**72**	**66**	2	0	**140**	0	0	0	0	0	0	193	165	0	358	95	0	86	**7**		
17:45	**49**	**51**	**0**	**0**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**161**	**101**	**0**	**262**	**80**	**0**	**110**	**2**	**192**	**554**
Total Volume	237	207	7	0	451	0	0	0	0	0	0	881	615	0	1496	354	0	437	17	808	2755
% App. Total	52.5	45.9	1.6	0		0	0	0	0		0	58.9	41.1	0		43.8	0	54.1	2.1		
PHF	.823	.784	.583	.000	.805	.000	.000	.000	.000	.000	.000	.789	.836	.000	.842	.912	.000	.860	.607	.882	.903



City: Costa Mesa
N-S Directions: Red Hill Ave
E-W Directions: Main St

File Name : H2206023
Site Code : 00000000
Start Date : 5/24/2022
Page No : 1

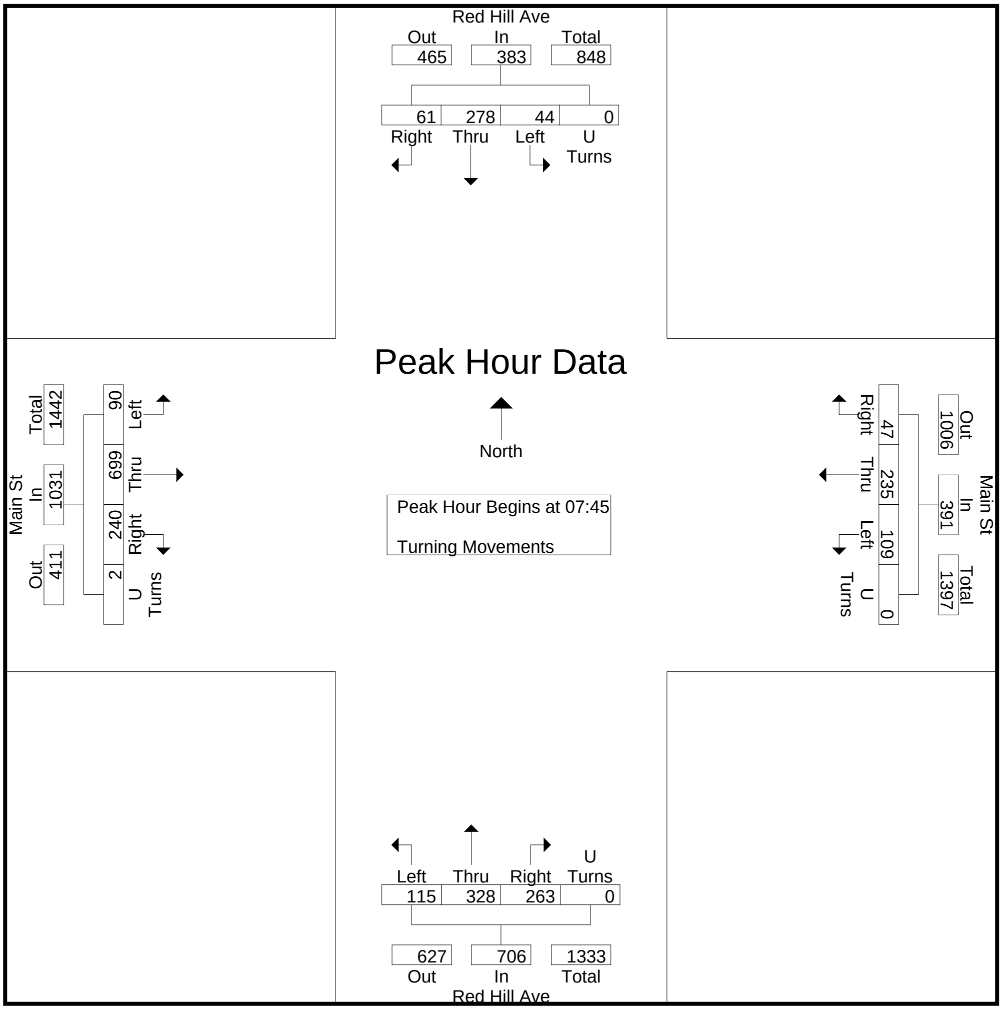
Groups Printed- Turning Movements

	Red Hill Ave Southbound				Main St Westbound				Red Hill Ave Northbound				Main St Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	7	33	4	0	4	40	8	0	23	35	14	0	48	106	13	0	335
07:15	8	58	8	0	3	36	22	0	38	48	17	0	40	135	16	1	430
07:30	5	56	12	0	10	51	23	0	47	56	20	0	49	193	15	1	538
07:45	17	84	13	0	16	55	35	0	79	98	32	0	80	188	31	0	728
Total	37	231	37	0	33	182	88	0	187	237	83	0	217	622	75	2	2031
08:00	15	61	8	0	10	68	31	0	60	89	29	0	51	186	24	2	634
08:15	12	70	12	0	8	51	16	0	75	83	30	0	57	160	19	0	593
08:30	17	63	11	0	13	61	27	0	49	58	24	0	52	165	16	0	556
08:45	9	72	6	0	13	61	24	2	54	68	29	0	35	139	16	1	529
Total	53	266	37	0	44	241	98	2	238	298	112	0	195	650	75	3	2312
16:00	27	58	7	0	14	190	43	0	41	222	115	0	40	82	16	3	858
16:15	29	91	8	0	15	192	34	1	41	189	116	0	35	100	21	1	873
16:30	33	78	15	0	10	182	45	1	53	220	118	0	35	96	29	1	916
16:45	31	106	8	0	14	206	39	0	50	181	68	0	37	117	27	0	884
Total	120	333	38	0	53	770	161	2	185	812	417	0	147	395	93	5	3531
17:00	65	109	10	0	18	231	53	0	47	178	102	0	51	113	35	4	1016
17:15	63	119	6	0	16	322	70	0	40	202	104	0	34	108	37	1	1122
17:30	56	80	9	0	14	236	51	0	38	155	123	0	34	117	23	0	936
17:45	30	74	12	0	10	246	53	0	44	123	82	0	26	121	18	0	839
Total	214	382	37	0	58	1035	227	0	169	658	411	0	145	459	113	5	3913
Grand Total	424	1212	149	0	188	2228	574	4	779	2005	1023	0	704	2126	356	15	11787
Apprch %	23.8	67.9	8.3	0	6.3	74.4	19.2	0.1	20.5	52.7	26.9	0	22	66.4	11.1	0.5	
Total %	3.6	10.3	1.3	0	1.6	18.9	4.9	0	6.6	17	8.7	0	6	18	3	0.1	

City: Costa Mesa
N-S Directions: Red Hill Ave
E-W Directions: Main St

File Name : H2206023
Site Code : 00000000
Start Date : 5/24/2022
Page No : 2

	Red Hill Ave Southbound					Main St Westbound					Red Hill Ave Northbound					Main St Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	**17**	**84**	**13**		**114**	**16**		**35**			**79**	**98**	**32**		**209**	**80**	**188**	**31**		**299**	**728**
08:00	15	61	8	0	84	10	**68**	31	0	**109**	60	89	29	0	178	51	186	24	**2**		
08:15	**12**	**70**	**12**	**0**	**94**	**8**	**51**	**16**	**0**	**75**	**75**	**83**	**30**	**0**	**188**	**57**	**160**	**19**	**0**	**236**	**593**
08:30	**17**	**63**	**11**	**0**	**91**	**13**	**61**	**27**	**0**	**101**	**49**	**58**	**24**	**0**	**131**	**52**	**165**	**16**	**0**	**233**	**556**
Total Volume	61	278	44	0	383	47	235	109	0	391	263	328	115	0	706	240	699	90	2	1031	2511
% App. Total	15.9	72.6	11.5	0		12	60.1	27.9	0		37.3	46.5	16.3	0		23.3	67.8	8.7	0.2		
PHF	.897	.827	.846	.000	.840	.734	.864	.779	.000	.897	.832	.837	.898	.000	.844	.750	.930	.726	.250	.862	.862

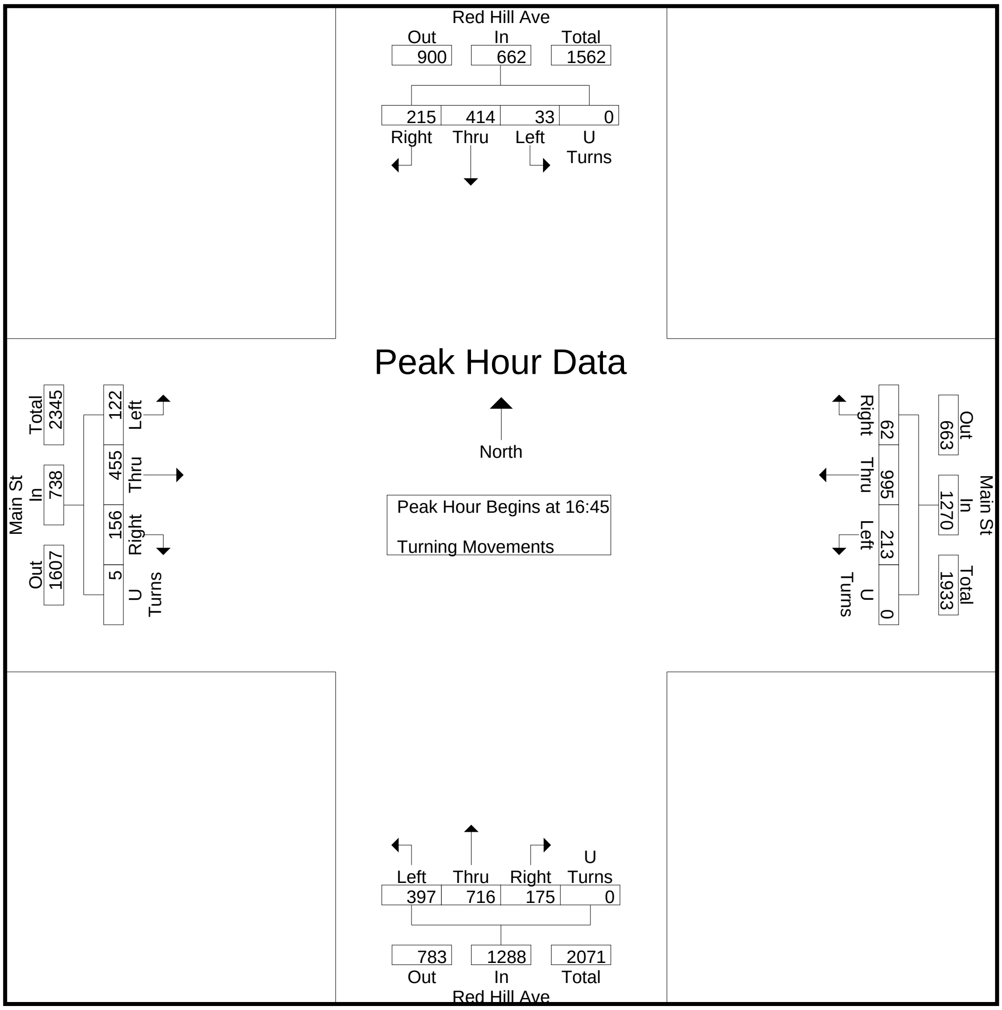


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Red Hill Ave
E-W Directions: Main St

File Name : H2206023
Site Code : 00000000
Start Date : 5/24/2022
Page No : 3

	Red Hill Ave Southbound					Main St Westbound					Red Hill Ave Northbound					Main St Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	31	106	8	0	145	14	206	39	0	259	**50**						**117**	27	0	181	884
17:00	**65**		**10**			**18**										**51**			**4**	**203**	1016
17:15	63	**119**	6	0	**188**	16	**322**	**70**		**408**	40	**202**	104	0	**346**	34	108	**37**			**1122**
17:30	56	80	9	0	145	14	236	51	0	301	38	155	**123**								
Total Volume	215	414	33	0	662	62	995	213	0	1270	175	716	397	0	1288	156	455	122	5	738	3958
% App. Total	32.5	62.5	5	0		4.9	78.3	16.8	0		13.6	55.6	30.8	0		21.1	61.7	16.5	0.7		
PHF	.827	.870	.825	.000	.880	.861	.773	.761	.000	.778	.875	.886	.807	.000	.931	.765	.972	.824	.313	.909	.882



City: Costa Mesa
N-S Directions: Fairview Rd
E-W Directions: South Coast Dr

File Name : H2206024
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

Groups Printed- Turning Movements

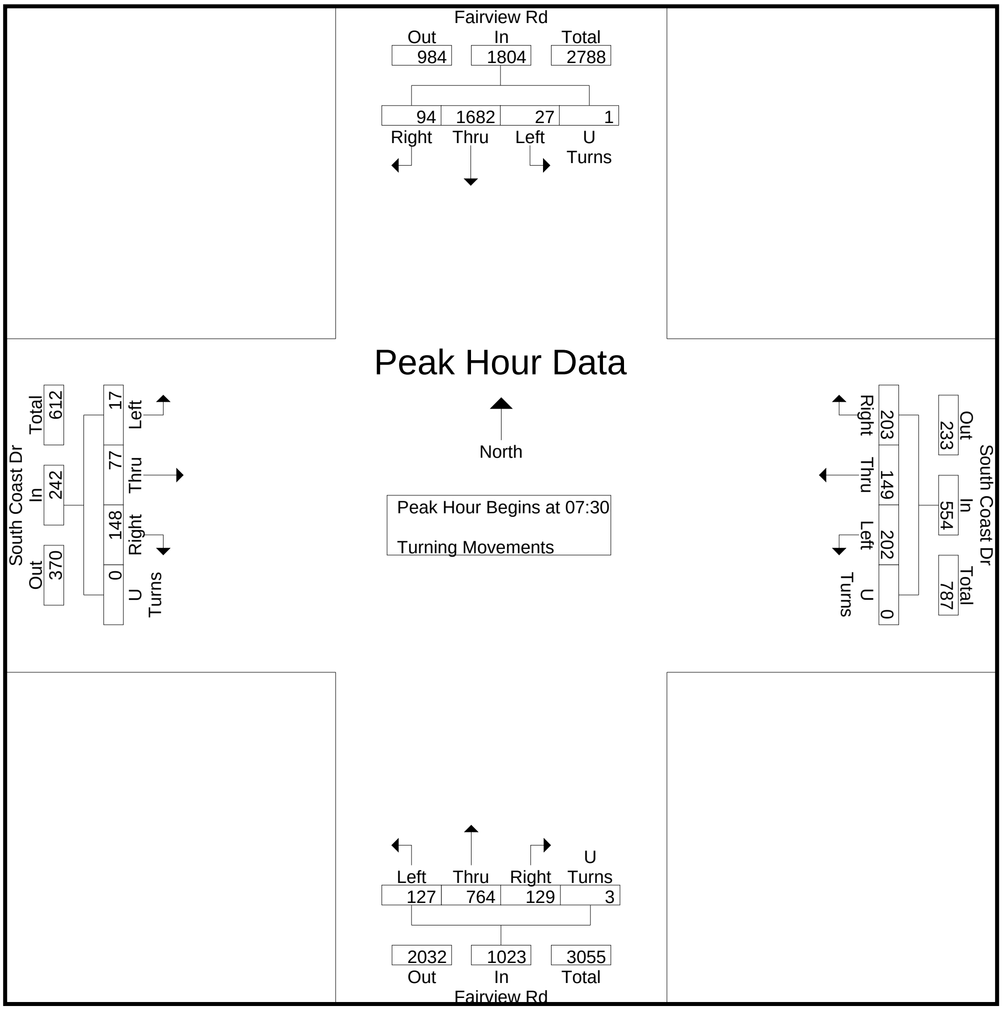
	Fairview Rd Southbound				South Coast Dr Westbound				Fairview Rd Northbound				South Coast Dr Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	16	332	3	3	30	26	23	0	13	99	9	0	23	10	3	1	591
07:15	25	368	6	0	45	16	36	0	13	174	13	0	27	15	4	0	742
07:30	29	492	2	0	54	31	60	0	24	201	22	2	38	8	2	0	965
07:45	14	435	4	0	71	46	69	0	27	222	43	0	49	24	4	0	1008
Total	84	1627	15	3	200	119	188	0	77	696	87	2	137	57	13	1	3306
08:00	25	422	12	1	58	33	32	0	42	188	25	0	30	20	7	0	895
08:15	26	333	9	0	20	39	41	0	36	153	37	1	31	25	4	0	755
08:30	28	430	9	0	19	38	39	0	21	149	21	0	29	26	4	0	813
08:45	35	340	4	1	22	35	50	0	22	137	35	2	32	20	3	0	738
Total	114	1525	34	2	119	145	162	0	121	627	118	3	122	91	18	0	3201
16:00	15	230	17	2	85	66	49	1	31	354	40	2	87	43	37	0	1059
16:15	21	208	13	2	70	63	39	1	54	400	47	1	103	33	19	0	1074
16:30	15	216	14	0	122	84	48	1	49	379	30	0	96	48	41	1	1144
16:45	18	230	18	1	80	54	33	0	52	390	28	1	111	45	43	0	1104
Total	69	884	62	5	357	267	169	3	186	1523	145	4	397	169	140	1	4381
17:00	14	181	16	2	93	56	47	1	62	424	11	0	108	61	38	0	1114
17:15	21	266	20	0	88	69	41	0	51	403	28	0	110	37	26	1	1161
17:30	11	201	17	1	76	61	44	0	48	387	42	1	99	41	25	0	1054
17:45	19	222	19	0	80	82	43	0	54	352	28	3	99	36	31	0	1068
Total	65	870	72	3	337	268	175	1	215	1566	109	4	416	175	120	1	4397
Grand Total	332	4906	183	13	1013	799	694	4	599	4412	459	13	1072	492	291	3	15285
Apprch %	6.1	90.3	3.4	0.2	40.4	31.8	27.6	0.2	10.9	80.5	8.4	0.2	57.7	26.5	15.7	0.2	
Total %	2.2	32.1	1.2	0.1	6.6	5.2	4.5	0	3.9	28.9	3	0.1	7	3.2	1.9	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Fairview Rd
E-W Directions: South Coast Dr

File Name : H2206024
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

	Fairview Rd Southbound					South Coast Dr Westbound					Fairview Rd Northbound					South Coast Dr Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**29**	**492**	2	0	**523**	54	31	60	0	145	24	201	22	**2**							
07:45	**14**	**435**	**4**	**0**	**453**	**71**	**46**	**69**	**0**	**186**	27	**222**	**43**	**0**	**292**	**49**	**24**	**4**	**0**	**77**	**1008**
08:00	25	422	**12**	**1**							**42**							**7**			
08:15	**26**	**333**	**9**	**0**	**368**	**20**	**39**	**41**	**0**	**100**	**36**	**153**	**37**	**1**	**227**	**31**	**25**	4	0	60	755
Total Volume	94	1682	27	1	1804	203	149	202	0	554	129	764	127	3	1023	148	77	17	0	242	3623
% App. Total	5.2	93.2	1.5	0.1		36.6	26.9	36.5	0		12.6	74.7	12.4	0.3		61.2	31.8	7	0		
PHF	.810	.855	.563	.250	.862	.715	.810	.732	.000	.745	.768	.860	.738	.375	.876	.755	.770	.607	.000	.786	.899

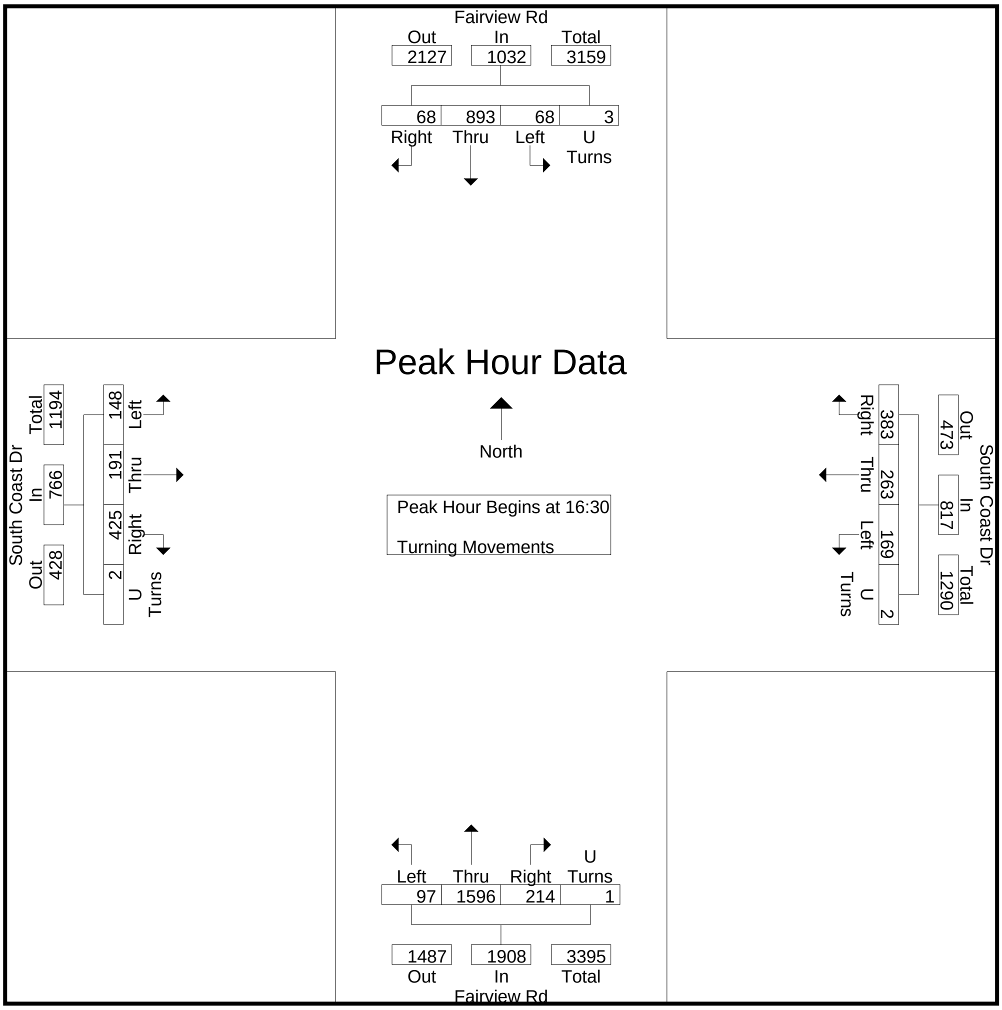


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Fairview Rd
E-W Directions: South Coast Dr

File Name : H2206024
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

	Fairview Rd Southbound					South Coast Dr Westbound					Fairview Rd Northbound					South Coast Dr Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	15	216	14	0	245	**122**	**84**	**48**	**1**	**255**	49	379	**30**						**1**		
16:45	**18**	**230**	**18**	**1**	**267**	**80**	**54**	**33**	**0**	**167**	**52**	**390**	**28**	**1**	**471**	**111**	**45**	**43**	**0**	**199**	**1104**
17:00	**14**	**181**	**16**	**2**	**213**	**93**	**56**	**47**	**1**	**197**	**62**	**424**	11	0	**497**	108	**61**	38	0	**207**	1114
17:15	**21**	**266**	**20**		**307**	88	69	41	0	198	51	403	28	0	482	110	37	26	1	174	**1161**
Total Volume	68	893	68	3	1032	383	263	169	2	817	214	1596	97	1	1908	425	191	148	2	766	4523
% App. Total	6.6	86.5	6.6	0.3		46.9	32.2	20.7	0.2		11.2	83.6	5.1	0.1		55.5	24.9	19.3	0.3		
PHF	.810	.839	.850	.375	.840	.785	.783	.880	.500	.801	.863	.941	.808	.250	.960	.957	.783	.860	.500	.925	.974



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : I-405 NB Off Ramp
E-W Direction: South Coast Dr

File Name : H2206025
Site Code : 00000000
Start Date : 5/24/2022
Page No : 1

Groups Printed- Turning Movements

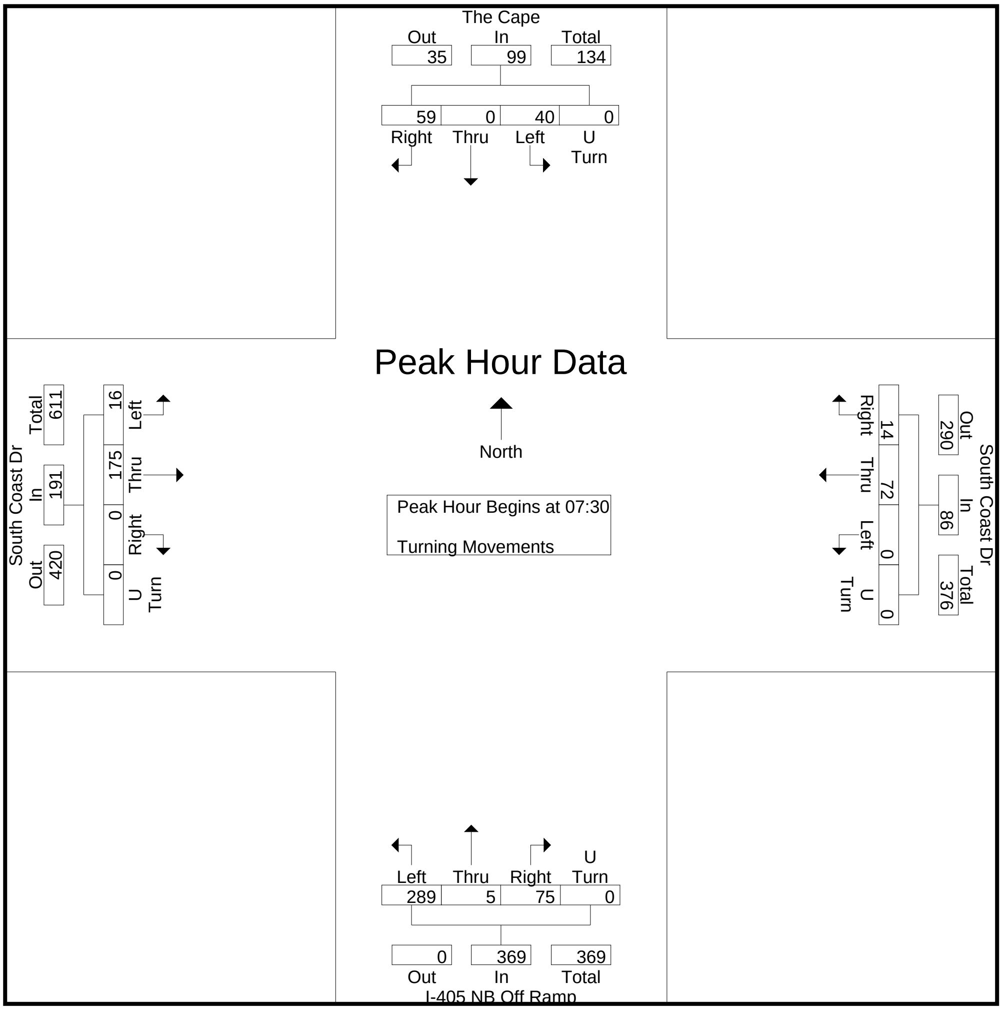
	The Cape Southbound				South Coast Dr Westbound				I-405 NB Off Ramp Northbound				South Coast Dr Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	6	0	7	0	1	10	0	0	8	3	36	0	0	17	1	0	89
07:15	11	0	9	0	5	15	0	0	20	0	53	0	0	22	1	0	136
07:30	13	0	7	0	3	15	0	0	15	1	74	0	0	36	2	0	166
07:45	20	0	10	0	2	22	0	0	13	2	92	0	0	48	4	0	213
Total	50	0	33	0	11	62	0	0	56	6	255	0	0	123	8	0	604
08:00	16	0	15	0	5	22	0	0	29	0	71	0	0	49	4	0	211
08:15	10	0	8	0	4	13	0	0	18	2	52	0	0	42	6	0	155
08:30	9	0	9	0	4	22	0	0	25	2	39	0	0	34	5	0	149
08:45	9	0	4	0	0	24	0	0	19	0	50	0	0	46	0	0	152
Total	44	0	36	0	13	81	0	0	91	4	212	0	0	171	15	0	667
16:00	3	0	5	0	7	93	0	0	43	2	79	0	0	59	3	0	294
16:15	7	0	8	0	5	71	0	0	47	6	66	0	0	79	7	0	296
16:30	10	0	5	0	5	76	0	0	38	6	92	0	0	76	7	0	315
16:45	2	0	3	0	8	69	0	0	34	5	86	0	0	77	4	0	288
Total	22	0	21	0	25	309	0	0	162	19	323	0	0	291	21	0	1193
17:00	8	0	3	0	8	70	0	0	42	4	108	0	0	82	7	0	332
17:15	7	0	7	0	5	101	0	0	42	6	83	0	0	97	10	0	358
17:30	10	0	9	0	8	66	0	0	42	13	109	0	0	76	10	0	343
17:45	8	0	5	0	7	75	0	0	37	3	102	0	0	80	10	0	327
Total	33	0	24	0	28	312	0	0	163	26	402	0	0	335	37	0	1360
Grand Total	149	0	114	0	77	764	0	0	472	55	1192	0	0	920	81	0	3824
Apprch %	56.7	0	43.3	0	9.2	90.8	0	0	27.5	3.2	69.3	0	0	91.9	8.1	0	
Total %	3.9	0	3	0	2	20	0	0	12.3	1.4	31.2	0	0	24.1	2.1	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : I-405 NB Off Ramp
E-W Direction: South Coast Dr

File Name : H2206025
Site Code : 00000000
Start Date : 5/24/2022
Page No : 2

	The Cape Southbound					South Coast Dr Westbound					I-405 NB Off Ramp Northbound					South Coast Dr Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	13	0	7	0	20	3	15	0	0	18	15	1	74	0	90	0	36	2	0	38	166
07:45	**20**						**22**	0	0	24	13	**2**	**92**		**107**	0	48	4	0	52	**213**
08:00	16	0	**15**		**31**	**5**				**27**	**29**						**49**	4	0	**53**	211
08:15	10	0	8	0	18	4	13	0	0	17	18	2	52	0	72	0	42	**6**			
Total Volume	59	0	40	0	99	14	72	0	0	86	75	5	289	0	369	0	175	16	0	191	745
% App. Total	59.6	0	40.4	0		16.3	83.7	0	0		20.3	1.4	78.3	0		0	91.6	8.4	0		
PHF	.738	.000	.667	.000	.798	.700	.818	.000	.000	.796	.647	.625	.785	.000	.862	.000	.893	.667	.000	.901	.874



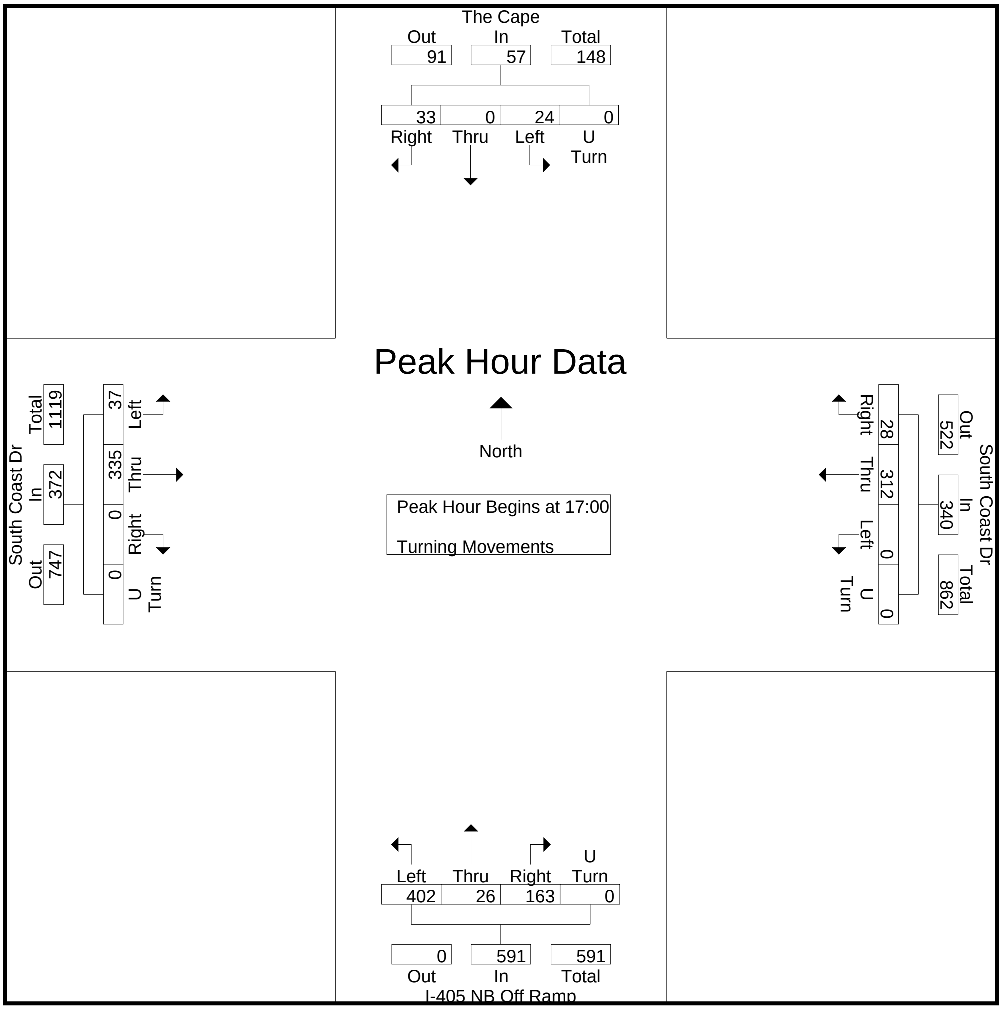
Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : I-405 NB Off Ramp
E-W Direction: South Coast Dr

File Name : H2206025
Site Code : 00000000
Start Date : 5/24/2022
Page No : 3

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 17:00

	The Cape Southbound					South Coast Dr Westbound					I-405 NB Off Ramp Northbound					South Coast Dr Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
17:00	8	0	3	0	11	**8**					**42**										
17:15	**7**	**0**	**7**	**0**	**14**	**5**	**101**	0	0	**106**	42	6	83	0	131	0	**97**	**10**	**0**	**107**	**358**
17:30	**10**		**9**		**19**	8	66	0	0	74	42	**13**	**109**		**164**	0	76	10	0	86	343
17:45	8	0	5	0	13	7	75	0	0	82	37	3	102	0	142	0	80	10	0	90	327
Total Volume	33	0	24	0	57	28	312	0	0	340	163	26	402	0	591	0	335	37	0	372	1360
% App. Total	57.9	0	42.1	0		8.2	91.8	0	0		27.6	4.4	68	0		0	90.1	9.9	0		
PHF	.825	.000	.667	.000	.750	.875	.772	.000	.000	.802	.970	.500	.922	.000	.901	.000	.863	.925	.000	.869	.950



City : Costa Mesa
N-S Direction : Bear St
E-W Direction: South Coast Dr

File Name : H2206026
Site Code : 00000000
Start Date : 5/24/2022
Page No : 1

Groups Printed- Turning Movements

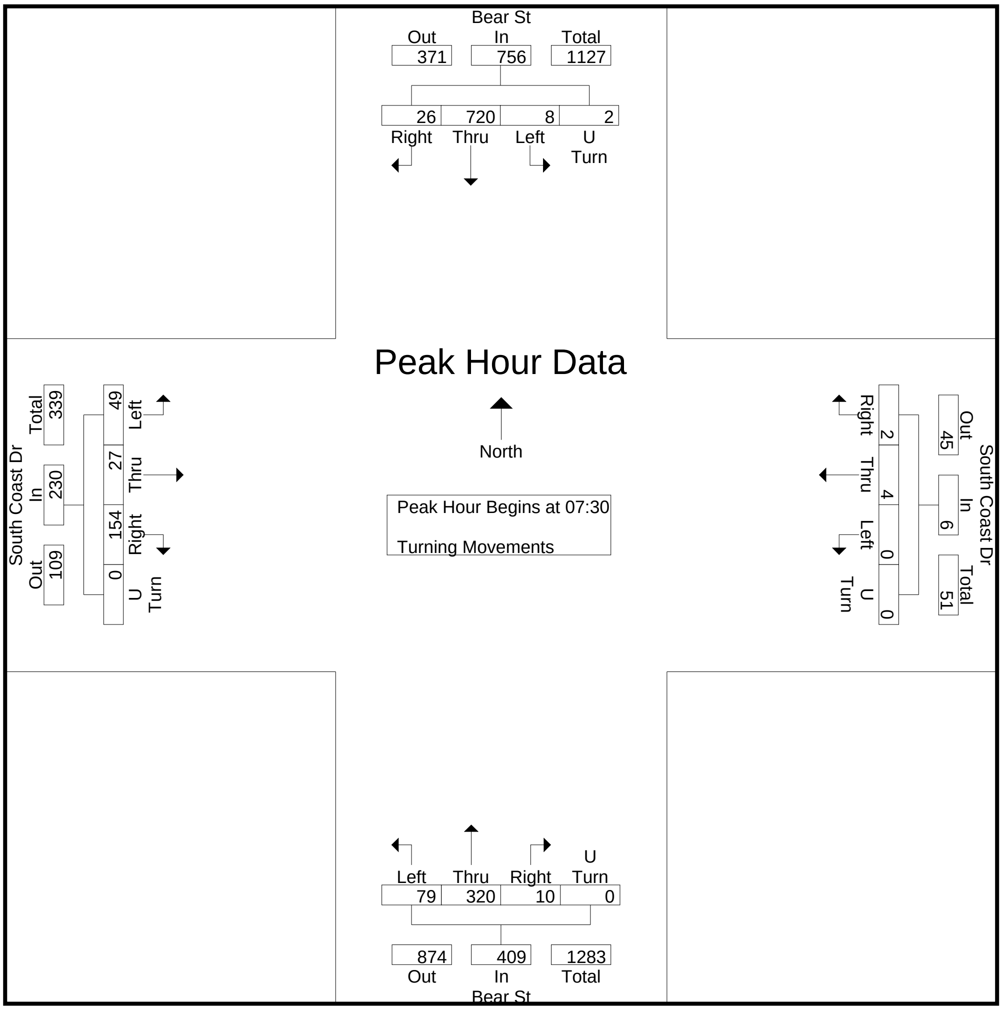
	Bear St Southbound				South Coast Dr Westbound				Bear St Northbound				South Coast Dr Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	7	87	0	0	1	0	0	0	0	47	12	0	23	1	5	0	183
07:15	4	137	1	0	1	0	1	0	3	53	13	0	26	2	9	0	250
07:30	5	221	2	0	1	0	0	0	2	65	6	0	41	4	12	0	359
07:45	10	203	0	0	0	2	0	0	4	77	24	0	38	9	18	0	385
Total	26	648	3	0	3	2	1	0	9	242	55	0	128	16	44	0	1177
08:00	7	150	4	1	1	0	0	0	3	105	26	0	42	7	9	0	355
08:15	4	146	2	1	0	2	0	0	1	73	23	0	33	7	10	0	302
08:30	18	147	3	0	0	1	2	0	0	74	10	0	31	3	16	0	305
08:45	8	149	2	0	1	0	0	0	4	84	20	0	28	5	10	0	311
Total	37	592	11	2	2	3	2	0	8	336	79	0	134	22	45	0	1273
16:00	42	167	5	1	18	17	11	0	10	271	38	1	58	11	43	2	695
16:15	32	131	11	3	14	8	7	0	10	276	55	0	50	31	60	1	689
16:30	37	129	10	2	16	10	10	0	10	261	32	0	52	26	43	0	638
16:45	21	173	9	0	5	10	13	0	10	303	47	0	69	23	63	0	746
Total	132	600	35	6	53	45	41	0	40	1111	172	1	229	91	209	3	2768
17:00	31	158	8	0	14	10	16	0	6	295	45	1	63	31	66	0	744
17:15	36	152	12	3	14	10	11	0	8	348	44	1	66	17	54	0	776
17:30	50	142	15	1	10	13	7	0	15	311	22	0	60	28	53	1	728
17:45	29	146	2	0	13	9	11	0	5	294	44	0	56	16	50	0	675
Total	146	598	37	4	51	42	45	0	34	1248	155	2	245	92	223	1	2923
Grand Total	341	2438	86	12	109	92	89	0	91	2937	461	3	736	221	521	4	8141
Apprch %	11.9	84.7	3	0.4	37.6	31.7	30.7	0	2.6	84.1	13.2	0.1	49.7	14.9	35.2	0.3	
Total %	4.2	29.9	1.1	0.1	1.3	1.1	1.1	0	1.1	36.1	5.7	0	9	2.7	6.4	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Bear St
E-W Direction: South Coast Dr

File Name : H2206026
Site Code : 00000000
Start Date : 5/24/2022
Page No : 2

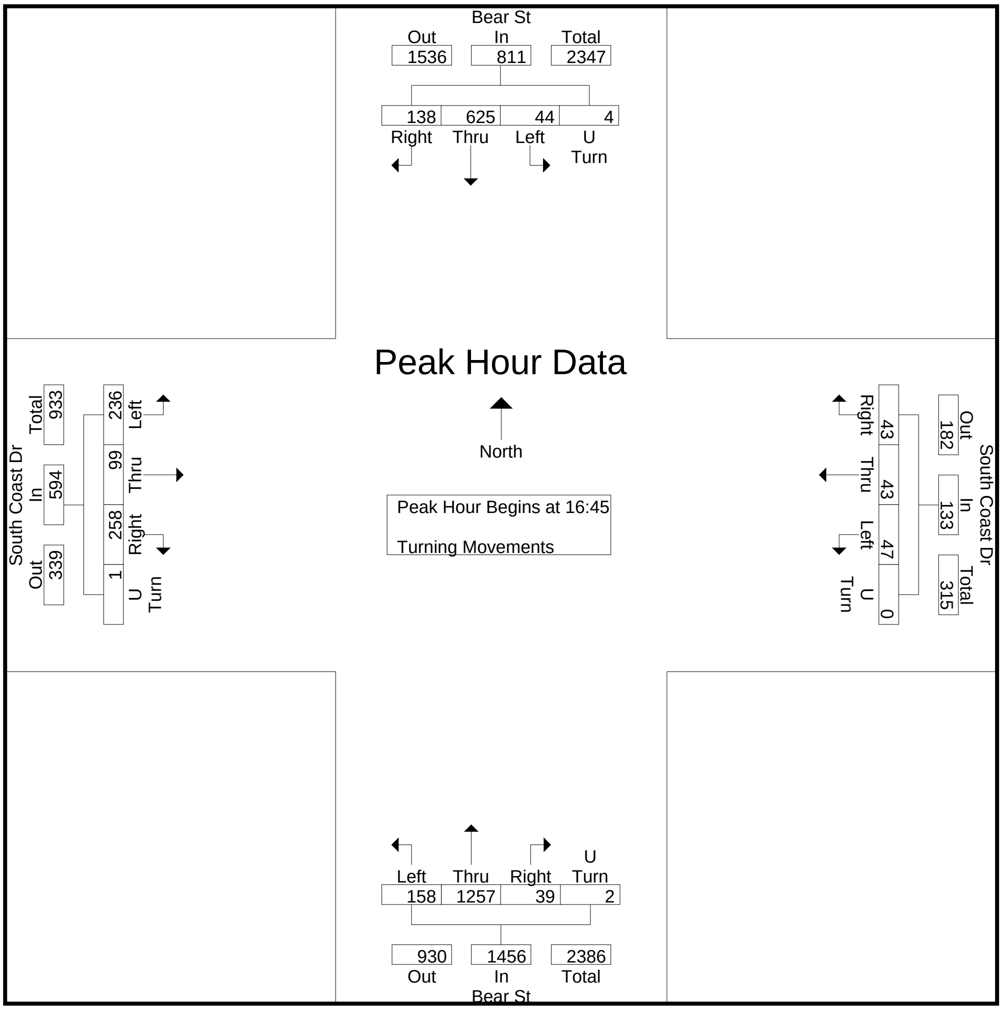
	Bear St Southbound					South Coast Dr Westbound					Bear St Northbound					South Coast Dr Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	5	**221**	2	0	**228**	**1**															
07:45	**10**	**203**	**0**	**0**	**213**	**0**	**2**	0	0	**2**	**4**	**77**	**24**	**0**	**105**	**38**	**9**	**18**	**0**	**65**	**385**
08:00	7	150	**4**	**1**								**105**	**26**		**134**	**42**					
08:15	**4**	**146**	**2**	**1**	**153**	**0**	**2**	**0**	**0**	**2**	**1**	**73**	**23**	**0**	**97**	**33**	**7**	**10**	**0**	**50**	**302**
Total Volume	26	720	8	2	756	2	4	0	0	6	10	320	79	0	409	154	27	49	0	230	1401
% App. Total	3.4	95.2	1.1	0.3		33.3	66.7	0	0		2.4	78.2	19.3	0		67	11.7	21.3	0		
PHF	.650	.814	.500	.500	.829	.500	.500	.000	.000	.750	.625	.762	.760	.000	.763	.917	.750	.681	.000	.885	.910



City : Costa Mesa
N-S Direction : Bear St
E-W Direction: South Coast Dr

File Name : H2206026
Site Code : 00000000
Start Date : 5/24/2022
Page No : 3

	Bear St Southbound					South Coast Dr Westbound					Bear St Northbound					South Coast Dr Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	21	**173**	9	0	203	5	10	13	0	28	10	303	**47**			**69**					
17:00	**31**	**158**	**8**	**0**	**197**	**14**	**10**	**16**	**0**	**40**	6	295	45	**1**	**347**	**63**	**31**	**66**	**0**	**160**	744
17:15	36	152	12	**3**								**348**	44	1	**401**	66	17	54	0	137	**776**
17:30	**50**		**15**		**208**	10	**13**	7	0	30	**15**								**1**		
Total Volume	138	625	44	4	811	43	43	47	0	133	39	1257	158	2	1456	258	99	236	1	594	2994
% App. Total	17	77.1	5.4	0.5		32.3	32.3	35.3	0		2.7	86.3	10.9	0.1		43.4	16.7	39.7	0.2		
PHF	.690	.903	.733	.333	.975	.768	.827	.734	.000	.831	.650	.903	.840	.500	.908	.935	.798	.894	.250	.928	.965



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Bristol St
E-W Direction: Anton Blvd

File Name : H2206027
Site Code : 00000000
Start Date : 5/24/2022
Page No : 1

Groups Printed- Turning Movements

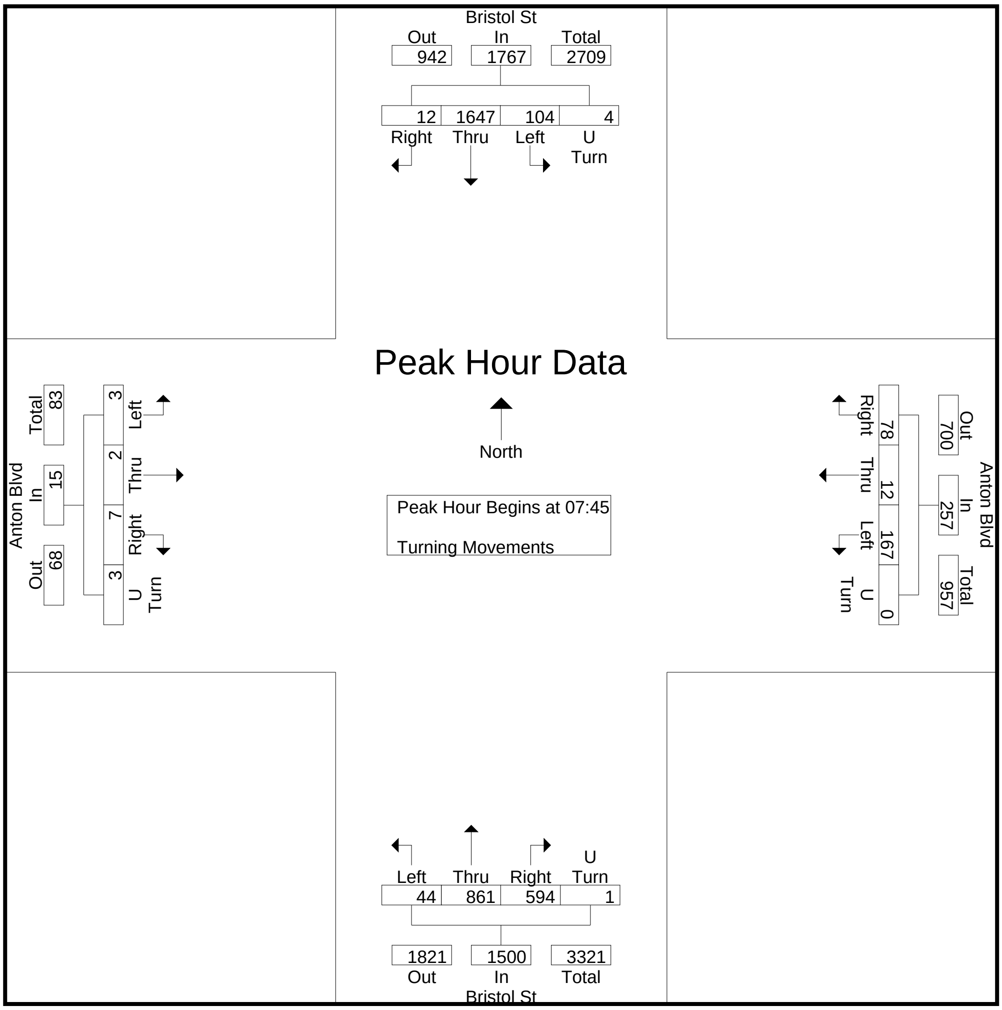
	Bristol St Southbound				Anton Blvd Westbound				Bristol St Northbound				Anton Blvd Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	0	390	18	1	16	1	35	0	90	143	3	0	0	0	2	0	699
07:15	0	467	15	0	14	0	36	0	111	177	8	2	2	0	2	0	834
07:30	2	519	29	0	16	2	42	0	95	191	4	0	1	0	1	1	903
07:45	2	469	22	1	19	8	45	0	159	199	11	0	2	2	1	0	940
Total	4	1845	84	2	65	11	158	0	455	710	26	2	5	2	6	1	3376
08:00	1	395	27	1	25	2	37	0	130	227	7	0	1	0	1	0	854
08:15	6	374	21	2	17	1	32	0	150	218	14	1	1	0	0	3	840
08:30	3	409	34	0	17	1	53	0	155	217	12	0	3	0	1	0	905
08:45	11	330	30	2	18	4	50	0	120	234	14	1	2	0	2	2	820
Total	21	1508	112	5	77	8	172	0	555	896	47	2	7	0	4	5	3419
16:00	7	314	16	6	42	8	131	0	89	396	65	0	29	4	10	3	1120
16:15	14	329	21	1	28	6	102	1	120	448	73	0	28	3	16	6	1196
16:30	12	373	20	1	41	9	135	0	107	428	52	0	29	8	11	3	1229
16:45	7	338	20	4	34	10	111	0	124	450	58	0	30	3	14	6	1209
Total	40	1354	77	12	145	33	479	1	440	1722	248	0	116	18	51	18	4754
17:00	11	391	8	2	43	8	166	0	113	456	65	1	21	4	17	2	1308
17:15	15	335	17	8	43	9	172	0	159	418	78	0	38	5	15	5	1317
17:30	18	341	26	3	41	15	151	0	149	468	90	0	29	3	12	4	1350
17:45	17	320	25	6	43	9	105	0	135	432	72	1	28	6	10	2	1211
Total	61	1387	76	19	170	41	594	0	556	1774	305	2	116	18	54	13	5186
Grand Total	126	6094	349	38	457	93	1403	1	2006	5102	626	6	244	38	115	37	16735
Apprch %	1.9	92.2	5.3	0.6	23.4	4.8	71.8	0.1	25.9	65.9	8.1	0.1	56.2	8.8	26.5	8.5	
Total %	0.8	36.4	2.1	0.2	2.7	0.6	8.4	0	12	30.5	3.7	0	1.5	0.2	0.7	0.2	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Bristol St
E-W Direction: Anton Blvd

File Name : H2206027
Site Code : 00000000
Start Date : 5/24/2022
Page No : 2

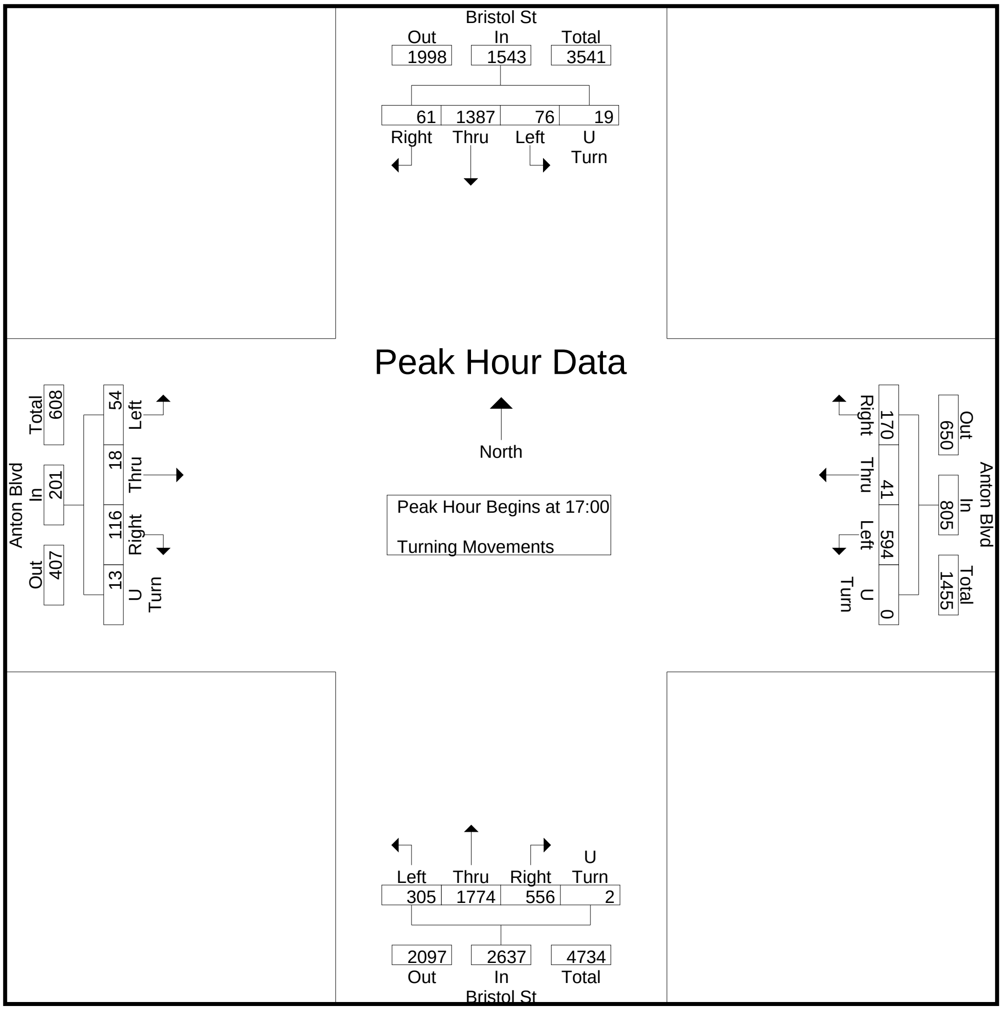
	Bristol St Southbound					Anton Blvd Westbound					Bristol St Northbound					Anton Blvd Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	2	**469**	22	1	**494**	19	**8**	45	0	**72**	**159**						**2**	**1**		**5**	**940**
08:00	1	395	27	1	424	**25**						**227**	7	0	364	1	0	1	0	2	854
08:15	**6**			**2**									**14**	**1**					**3**		
08:30	**3**	**409**	**34**	**0**	**446**	**17**	**1**	**53**	**0**	**71**	**155**	**217**	**12**	**0**	**384**	**3**	**0**	**1**	**0**	**4**	**905**
Total Volume	12	1647	104	4	1767	78	12	167	0	257	594	861	44	1	1500	7	2	3	3	15	3539
% App. Total	0.7	93.2	5.9	0.2		30.4	4.7	65	0		39.6	57.4	2.9	0.1		46.7	13.3	20	20		
PHF	.500	.878	.765	.500	.894	.780	.375	.788	.000	.892	.934	.948	.786	.250	.977	.583	.250	.750	.250	.750	.941



City : Costa Mesa
N-S Direction : Bristol St
E-W Direction: Anton Blvd

File Name : H2206027
Site Code : 00000000
Start Date : 5/24/2022
Page No : 3

	Bristol St Southbound					Anton Blvd Westbound					Bristol St Northbound					Anton Blvd Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	11	**391**	8	2	**412**	**43**								**1**				**17**			
17:15	**15**	**335**	**17**	**8**	**375**	**43**	**9**	**172**	**0**	**224**	**159**	**418**	**78**	**0**	**655**	**38**	**5**	**15**	**5**	**63**	1317
17:30	**18**		**26**				**15**	151	0	207	149	**468**	**90**		**707**	29	3	12	4	48	**1350**
17:45	17	320	25	6	368	43	9	105	0	157	135	432	72	1	640	28	**6**	10	2	46	1211
Total Volume	61	1387	76	19	1543	170	41	594	0	805	556	1774	305	2	2637	116	18	54	13	201	5186
% App. Total	4	89.9	4.9	1.2		21.1	5.1	73.8	0		21.1	67.3	11.6	0.1		57.7	9	26.9	6.5		
PHF	.847	.887	.731	.594	.936	.988	.683	.863	.000	.898	.874	.948	.847	.500	.932	.763	.750	.794	.650	.798	.960



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Fairview Rd
E-W Direction: I-405 NB On Off Ramps

File Name : H2206028
Site Code : 00000000
Start Date : 5/24/2022
Page No : 1

Groups Printed- Turning Movements

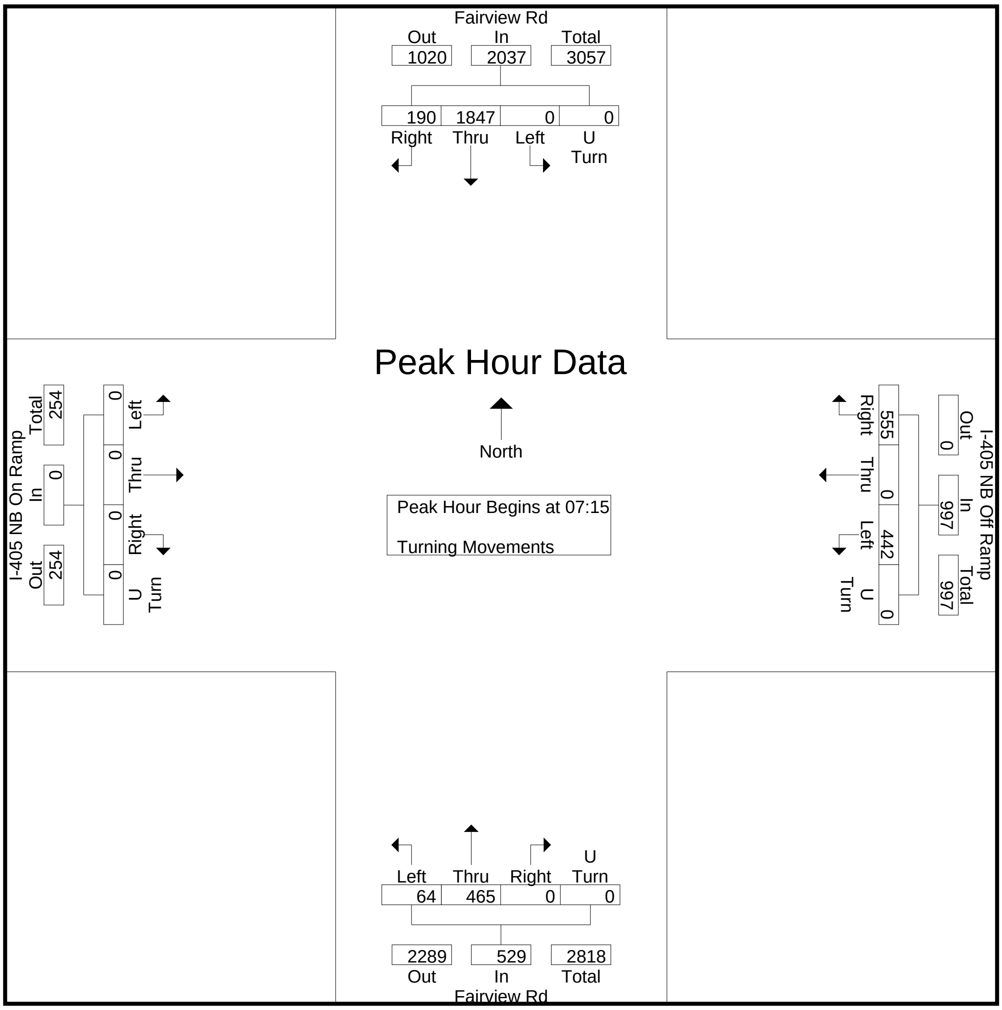
	Fairview Rd Southbound				I-405 NB Off Ramp Westbound				Fairview Rd Northbound				I-405 NB On Ramp Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	44	365	0	0	57	0	97	0	0	90	11	0	0	0	0	0	664
07:15	38	416	0	0	123	0	111	0	0	73	15	0	0	0	0	0	776
07:30	51	517	0	0	147	0	117	0	0	108	14	0	0	0	0	0	954
07:45	59	466	0	0	153	0	128	0	0	143	20	0	0	0	0	0	969
Total	192	1764	0	0	480	0	453	0	0	414	60	0	0	0	0	0	3363
08:00	42	448	0	0	132	0	86	0	0	141	15	0	0	0	0	0	864
08:15	51	417	0	0	83	0	103	0	0	98	16	0	0	0	0	0	768
08:30	54	419	0	0	102	0	138	0	0	106	18	0	0	0	0	0	837
08:45	37	348	0	0	90	0	91	0	0	87	22	0	0	0	0	0	675
Total	184	1632	0	0	407	0	418	0	0	432	71	0	0	0	0	0	3144
16:00	33	303	0	0	208	0	187	0	0	209	13	0	0	0	0	0	953
16:15	23	356	0	0	210	0	180	0	0	188	7	0	0	0	0	0	964
16:30	20	355	0	0	221	0	182	0	0	197	6	0	0	0	0	0	981
16:45	26	307	0	0	212	0	242	0	0	194	7	0	0	0	0	0	988
Total	102	1321	0	0	851	0	791	0	0	788	33	0	0	0	0	0	3886
17:00	29	383	0	0	192	0	228	0	0	255	6	0	0	0	0	0	1093
17:15	24	306	0	0	258	1	252	0	0	215	4	0	0	0	0	0	1060
17:30	15	329	0	0	236	0	216	0	0	247	8	0	0	0	0	0	1051
17:45	19	285	0	0	201	0	219	0	0	203	4	0	0	0	0	0	931
Total	87	1303	0	0	887	1	915	0	0	920	22	0	0	0	0	0	4135
Grand Total	565	6020	0	0	2625	1	2577	0	0	2554	186	0	0	0	0	0	14528
Apprch %	8.6	91.4	0	0	50.5	0	49.5	0	0	93.2	6.8	0	0	0	0	0	
Total %	3.9	41.4	0	0	18.1	0	17.7	0	0	17.6	1.3	0	0	0	0	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Fairview Rd
E-W Direction: I-405 NB On Off Ramps

File Name : H2206028
Site Code : 00000000
Start Date : 5/24/2022
Page No : 2

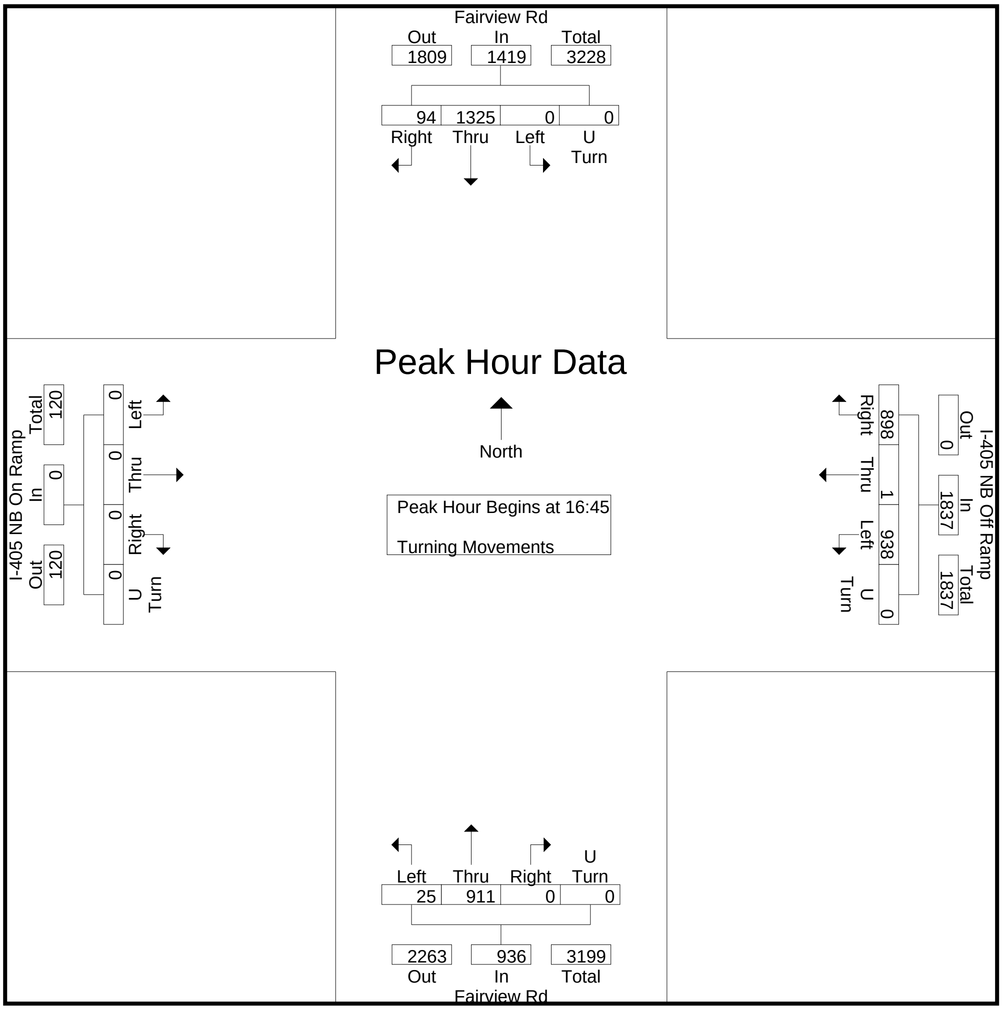
	Fairview Rd Southbound					I-405 NB Off Ramp Westbound					Fairview Rd Northbound					I-405 NB On Ramp Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	38	416	0	0	454	123	0	111	0	234	0	73	15	0	88	0	0	0	0	0	776
07:30	51	**517**	0	0	**568**	147	0	117	0	264	0	108	14	0	122	0	0	0	0	0	954
07:45	**59**					**153**		**128**		**281**	0	**143**	**20**		**163**	0	0	0	0	0	**969**
08:00	42	448	0	0	490	132	0	86	0	218	0	141	15	0	156	0	0	0	0	0	864
Total Volume	190	1847	0	0	2037	555	0	442	0	997	0	465	64	0	529	0	0	0	0	0	3563
% App. Total	9.3	90.7	0	0		55.7	0	44.3	0		0	87.9	12.1	0		0	0	0	0		
PHF	.805	.893	.000	.000	.897	.907	.000	.863	.000	.887	.000	.813	.800	.000	.811	.000	.000	.000	.000	.000	.919



City : Costa Mesa
N-S Direction : Fairview Rd
E-W Direction: I-405 NB On Off Ramps

File Name : H2206028
Site Code : 00000000
Start Date : 5/24/2022
Page No : 3

	Fairview Rd Southbound					I-405 NB Off Ramp Westbound					Fairview Rd Northbound					I-405 NB On Ramp Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	26	307	0	0	333	212	0	242	0	454	0	194	7	0	201	0	0	0	0	0	988
17:00	**29**	**383**	0	0	**412**	192	0	228	0	420	0	**255**	6	0	**261**	0	0	0	0	0	**1093**
17:15	24	306	0	0	330	**258**	**1**	**252**		**511**	0	215	4	0	219	0	0	0	0	0	1060
17:30	15	329	0	0	344	236	0	216	0	452	0	247	**8**								
Total Volume	94	1325	0	0	1419	898	1	938	0	1837	0	911	25	0	936	0	0	0	0	0	4192
% App. Total	6.6	93.4	0	0		48.9	0.1	51.1	0		0	97.3	2.7	0		0	0	0	0		
PHF	.810	.865	.000	.000	.861	.870	.250	.931	.000	.899	.000	.893	.781	.000	.897	.000	.000	.000	.000	.000	.959



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Fairview Rd
E-W Direction: I-405 SB On Off Ramps

File Name : H2206029
Site Code : 00000000
Start Date : 5/24/2022
Page No : 1

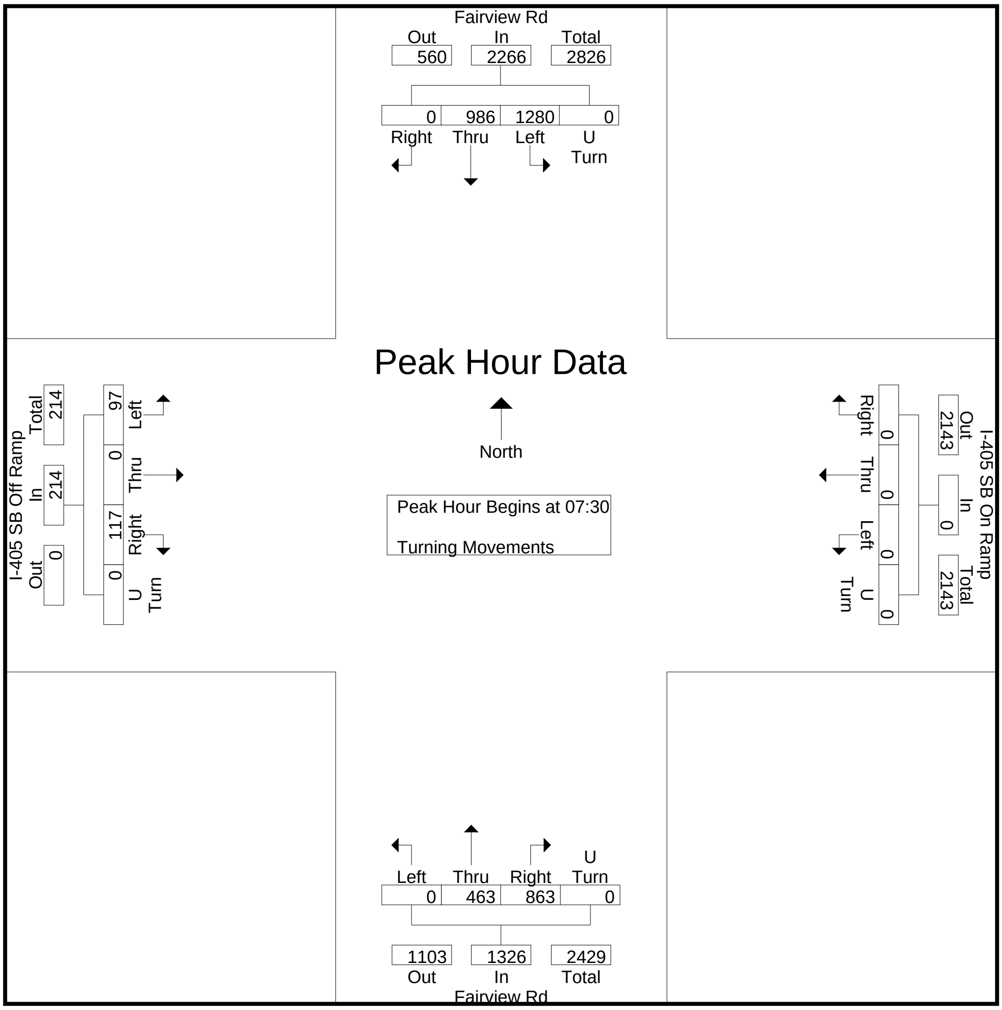
Groups Printed- Turning Movements

	Fairview Rd Southbound				I-405 SB On Ramp Westbound				Fairview Rd Northbound				I-405 SB Off Ramp Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	0	145	299	0	0	0	0	0	156	74	0	0	25	0	13	0	712
07:15	0	215	313	0	0	0	0	0	171	76	0	0	31	0	23	0	829
07:30	0	251	347	0	0	0	0	0	187	98	0	0	30	0	21	0	934
07:45	0	296	349	0	0	0	0	0	244	118	0	0	35	0	35	0	1077
Total	0	907	1308	0	0	0	0	0	758	366	0	0	121	0	92	0	3552
08:00	0	236	294	0	0	0	0	0	242	143	0	0	32	0	16	0	963
08:15	0	203	290	0	0	0	0	0	190	104	0	0	20	0	25	0	832
08:30	0	252	298	0	0	0	0	0	217	100	0	0	24	0	17	0	908
08:45	0	224	272	0	0	0	0	0	189	84	0	0	33	0	19	0	821
Total	0	915	1154	0	0	0	0	0	838	431	0	0	109	0	77	0	3524
16:00	0	285	198	0	0	0	0	0	120	166	0	0	46	0	50	0	865
16:15	0	353	178	0	0	0	0	0	122	148	0	0	45	0	62	0	908
16:30	0	355	204	0	0	0	0	0	140	125	0	0	41	0	50	0	915
16:45	0	371	173	0	0	0	0	0	149	169	0	0	55	0	54	0	971
Total	0	1364	753	0	0	0	0	0	531	608	0	0	187	0	216	0	3659
17:00	0	370	171	0	0	0	0	0	133	186	0	0	55	0	51	0	966
17:15	0	396	198	0	0	0	0	0	116	180	0	0	62	0	51	0	1003
17:30	0	393	167	0	0	0	0	0	148	191	0	0	61	0	48	0	1008
17:45	0	345	188	0	0	0	0	0	136	163	0	0	56	0	42	0	930
Total	0	1504	724	0	0	0	0	0	533	720	0	0	234	0	192	0	3907
Grand Total	0	4690	3939	0	0	0	0	0	2660	2125	0	0	651	0	577	0	14642
Apprch %	0	54.4	45.6	0	0	0	0	0	55.6	44.4	0	0	53	0	47	0	
Total %	0	32	26.9	0	0	0	0	0	18.2	14.5	0	0	4.4	0	3.9	0	

City : Costa Mesa
N-S Direction : Fairview Rd
E-W Direction: I-405 SB On Off Ramps

File Name : H2206029
Site Code : 00000000
Start Date : 5/24/2022
Page No : 2

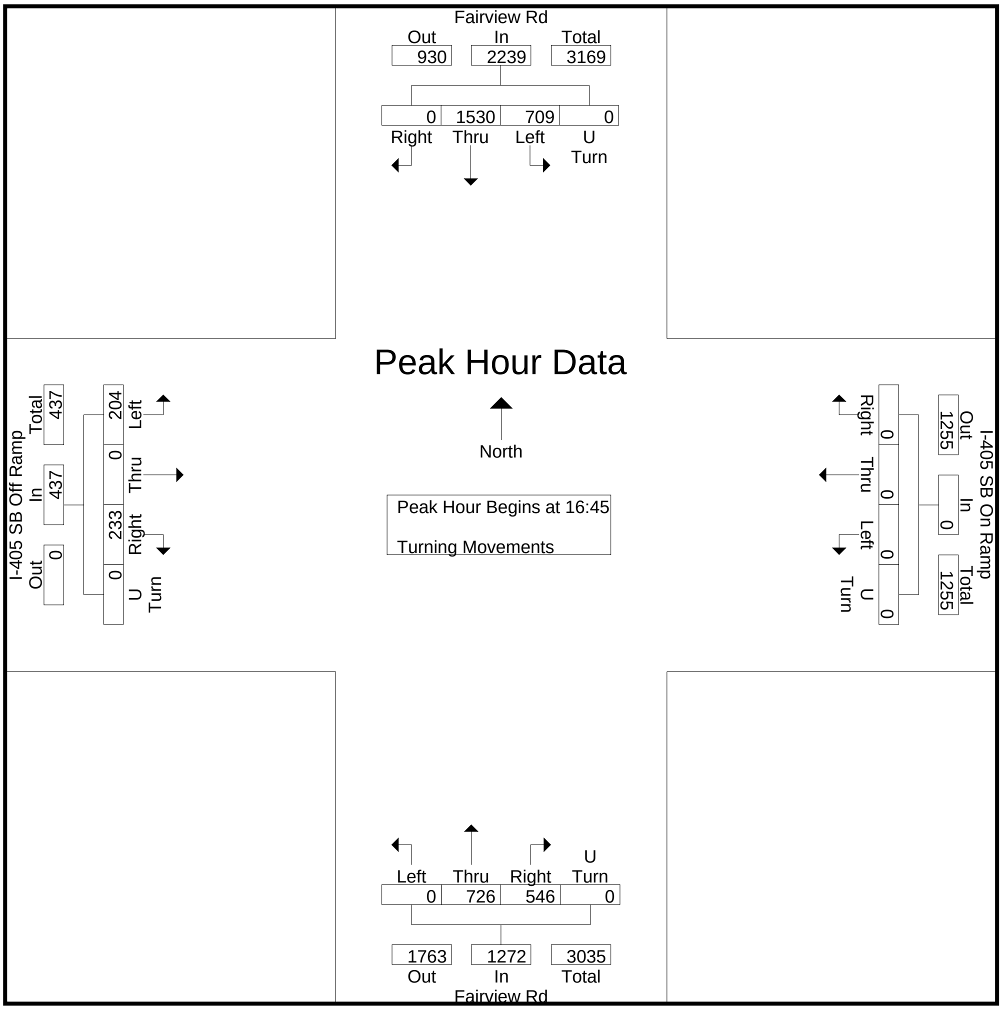
	Fairview Rd Southbound					I-405 SB On Ramp Westbound					Fairview Rd Northbound					I-405 SB Off Ramp Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	251	347	0	598	0	0	0	0	0	187	98	0	0	285	30	0	21	0	51	934
07:45	0	**296**	**349**		**645**	0	0	0	0	0	**244**					**35**		**35**		**70**	**1077**
08:00	0	236	294	0	530	0	0	0	0	0	242	**143**	0	0	**385**	32	0	16	0	48	963
08:15	0	203	290	0	493	0	0	0	0	0	190	104	0	0	294	20	0	25	0	45	832
Total Volume	0	986	1280	0	2266	0	0	0	0	0	863	463	0	0	1326	117	0	97	0	214	3806
% App. Total		43.5	56.5								65.1	34.9				54.7		45.3			
PHF	.000	.833	.917	.000	.878	.000	.000	.000	.000	.000	.884	.809	.000	.000	.861	.836	.000	.693	.000	.764	.883



City : Costa Mesa
N-S Direction : Fairview Rd
E-W Direction: I-405 SB On Off Ramps

File Name : H2206029
Site Code : 00000000
Start Date : 5/24/2022
Page No : 3

	Fairview Rd Southbound					I-405 SB On Ramp Westbound					Fairview Rd Northbound					I-405 SB Off Ramp Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	371	173	0	544	0	0	0	0	0	**149**							**54**			
17:00	**0**	**370**	**171**	**0**	**541**	**0**	**0**	**0**	**0**	**0**	**133**	**186**	**0**	**0**	**319**	**55**	**0**	**51**	**0**	**106**	**966**
17:15	**0**	**396**	**198**	**0**	**594**	0	0	0	0	0	116	180	0	0	296	**62**	**0**	**51**	**0**	**113**	1003
17:30	0	393	167	0	560	0	0	0	0	0	148	**191**	0	0	**339**	61	0	48	0	109	**1008**
Total Volume	0	1530	709	0	2239	0	0	0	0	0	546	726	0	0	1272	233	0	204	0	437	3948
% App. Total	0	68.3	31.7	0		0	0	0	0		42.9	57.1	0	0		53.3	0	46.7	0		
PHF	.000	.966	.895	.000	.942	.000	.000	.000	.000	.000	.916	.950	.000	.000	.938	.940	.000	.944	.000	.967	.979



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Bristol St
E-W Direction: I-405 NB On Off Ramps

File Name : H2206030
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

Groups Printed- Turning Movements

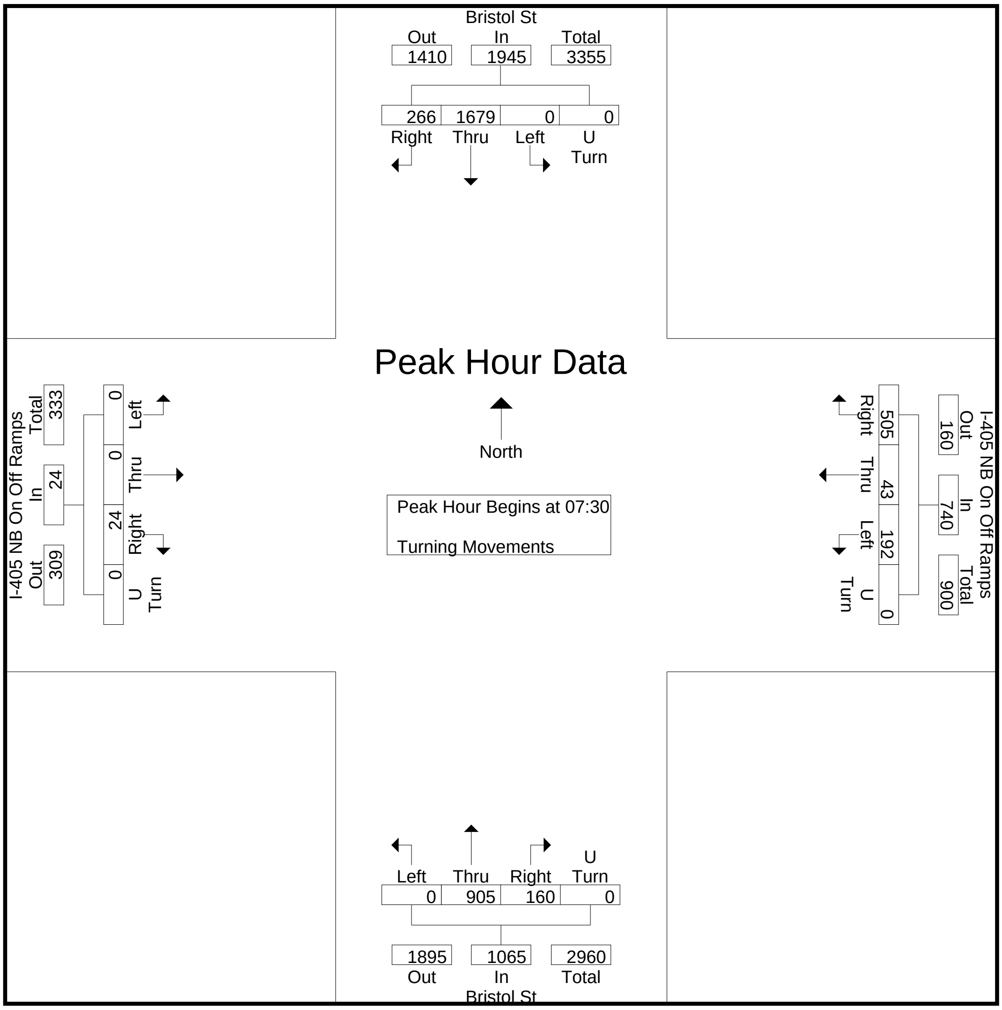
	Bristol St Southbound				I-405 NB On Off Ramps Westbound				Bristol St Northbound				I-405 NB On Off Ramps Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	69	341	0	0	85	8	13	0	34	163	0	0	8	0	0	0	721
07:15	65	438	0	0	103	8	35	0	31	184	0	0	2	0	0	0	866
07:30	72	482	0	0	120	8	53	0	44	159	0	0	6	0	0	0	944
07:45	59	480	0	0	117	12	46	0	44	243	0	0	5	0	0	0	1006
Total	265	1741	0	0	425	36	147	0	153	749	0	0	21	0	0	0	3537
08:00	67	381	0	0	137	11	47	0	36	223	0	0	9	0	0	0	911
08:15	68	336	0	0	131	12	46	0	36	280	0	0	4	0	0	0	913
08:30	69	375	0	0	133	21	41	0	43	240	0	0	2	0	0	0	924
08:45	64	337	0	0	102	28	38	0	46	276	0	1	8	0	0	0	900
Total	268	1429	0	0	503	72	172	0	161	1019	0	1	23	0	0	0	3648
16:00	100	390	0	0	174	57	28	0	88	372	0	0	52	0	0	0	1261
16:15	77	405	0	0	193	52	34	0	86	451	0	0	52	0	0	0	1350
16:30	70	411	0	0	204	51	38	0	77	390	0	0	49	0	0	0	1290
16:45	75	403	0	0	212	48	43	0	79	423	0	0	55	0	0	0	1338
Total	322	1609	0	0	783	208	143	0	330	1636	0	0	208	0	0	0	5239
17:00	90	444	0	0	216	65	37	0	89	385	0	0	64	0	0	0	1390
17:15	88	445	0	0	207	57	49	0	97	451	0	0	52	0	0	0	1446
17:30	81	482	0	0	235	52	40	0	93	446	0	0	54	0	0	0	1483
17:45	68	397	0	0	225	49	44	0	59	393	0	0	53	0	0	0	1288
Total	327	1768	0	0	883	223	170	0	338	1675	0	0	223	0	0	0	5607
Grand Total	1182	6547	0	0	2594	539	632	0	982	5079	0	1	475	0	0	0	18031
Apprch %	15.3	84.7	0	0	68.9	14.3	16.8	0	16.2	83.8	0	0	100	0	0	0	
Total %	6.6	36.3	0	0	14.4	3	3.5	0	5.4	28.2	0	0	2.6	0	0	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Bristol St
E-W Direction: I-405 NB On Off Ramps

File Name : H2206030
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

	Bristol St Southbound					I-405 NB On Off Ramps Westbound					Bristol St Northbound					I-405 NB On Off Ramps Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**72**	**482**	0	0	**554**	120	8	**53**			**44**										
07:45	**59**	**480**	**0**	**0**	**539**	**117**	**12**	46	0	175	44	243	0	0	287	5	0	0	0	5	**1006**
08:00	67	381	0	0	448	**137**				**195**	36	223	0	0	259	**9**				**9**	911
08:15	68	336	0	0	404	131	12	46	0	189	36	**280**	0	0	**316**	4	0	0	0	4	913
Total Volume	266	1679	0	0	1945	505	43	192	0	740	160	905	0	0	1065	24	0	0	0	24	3774
% App. Total	13.7	86.3	0	0		68.2	5.8	25.9	0		15	85	0	0		100	0	0	0		
PHF	.924	.871	.000	.000	.878	.922	.896	.906	.000	.949	.909	.808	.000	.000	.843	.667	.000	.000	.000	.667	.938

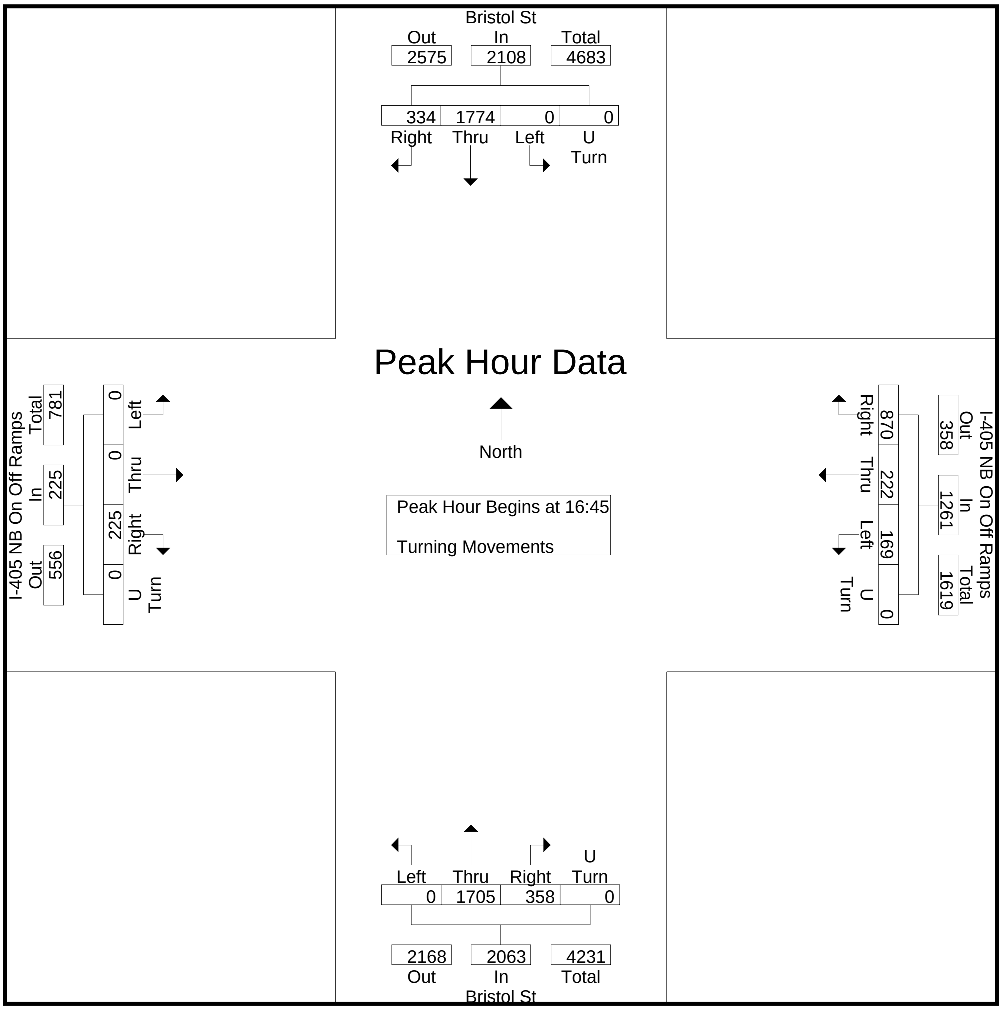


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Bristol St
E-W Direction: I-405 NB On Off Ramps

File Name : H2206030
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

	Bristol St Southbound					I-405 NB On Off Ramps Westbound					Bristol St Northbound					I-405 NB On Off Ramps Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	75	403	0	0	478	212	48	43	0	303	79	423	0	0	502	55	0	0	0	55	1338
17:00	**90**						**65**	37	0	318	89	385	0	0	474	**64**				**64**	1390
17:15	88	445	0	0	533	207	57	**49**			**97**	**451**	0	0	**548**	52	0	0	0	52	1446
17:30	81	**482**	0	0	**563**	**235**				**327**	93	446	0	0	539	54	0	0	0	54	**1483**
Total Volume	334	1774	0	0	2108	870	222	169	0	1261	358	1705	0	0	2063	225	0	0	0	225	5657
% App. Total	15.8	84.2	0	0		69	17.6	13.4	0		17.4	82.6	0	0		100	0	0	0		
PHF	.928	.920	.000	.000	.936	.926	.854	.862	.000	.964	.923	.945	.000	.000	.941	.879	.000	.000	.000	.879	.954



City : Costa Mesa
N-S Direction : Bristol St
E-W Direction: I-405 SB On Off Ramps

File Name : H2206031
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

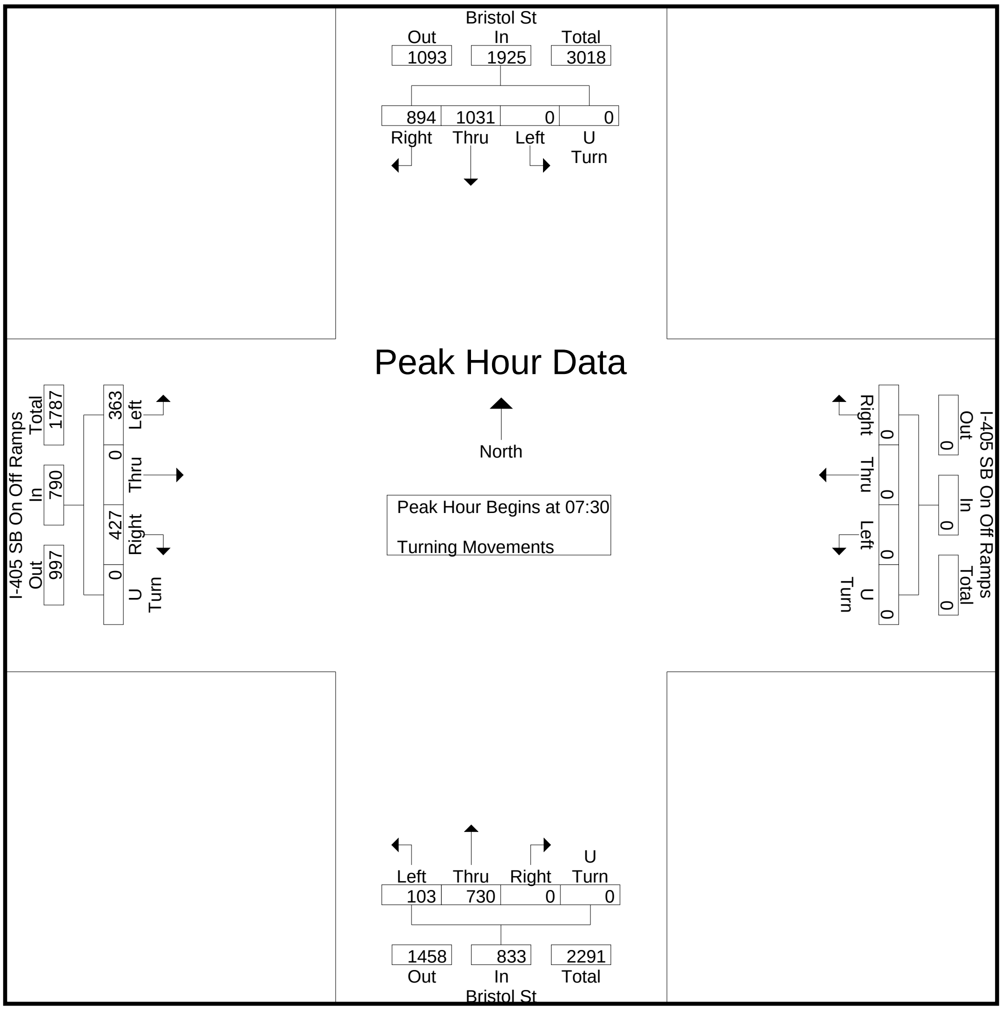
Groups Printed- Turning Movements

	Bristol St Southbound				I-405 SB On Off Ramps Westbound				Bristol St Northbound				I-405 SB On Off Ramps Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	227	167	0	0	0	0	0	0	0	123	23	0	98	0	80	0	718
07:15	262	245	0	0	0	0	0	0	0	128	31	0	99	0	90	0	855
07:30	248	309	0	0	0	0	0	0	0	161	18	0	104	0	73	0	913
07:45	235	273	0	0	0	0	0	0	0	208	37	0	120	0	84	0	957
Total	972	994	0	0	0	0	0	0	0	620	109	0	421	0	327	0	3443
08:00	204	214	0	0	0	0	0	0	0	168	22	0	99	0	90	0	797
08:15	207	235	0	0	0	0	0	0	0	193	26	0	104	0	116	0	881
08:30	207	247	0	0	0	0	0	0	0	198	15	0	107	0	102	0	876
08:45	142	197	0	0	0	0	0	0	0	195	13	0	105	0	128	0	780
Total	760	893	0	0	0	0	0	0	0	754	76	0	415	0	436	0	3334
16:00	264	218	0	0	0	0	0	0	0	350	30	0	60	0	148	0	1070
16:15	243	259	0	0	0	0	0	0	0	337	47	0	61	0	145	0	1092
16:30	252	257	0	0	0	0	0	0	0	349	36	0	64	0	151	0	1109
16:45	238	240	0	0	0	0	0	0	0	335	35	0	62	0	130	0	1040
Total	997	974	0	0	0	0	0	0	0	1371	148	0	247	0	574	0	4311
17:00	248	268	0	0	0	0	0	0	0	398	59	0	58	0	136	0	1167
17:15	260	210	0	0	0	0	0	0	0	364	31	0	56	0	149	0	1070
17:30	258	230	0	0	0	0	0	0	0	333	32	0	74	0	155	0	1082
17:45	230	218	0	0	0	0	0	0	0	341	37	0	72	0	150	0	1048
Total	996	926	0	0	0	0	0	0	0	1436	159	0	260	0	590	0	4367
Grand Total	3725	3787	0	0	0	0	0	0	0	4181	492	0	1343	0	1927	0	15455
Apprch %	49.6	50.4	0	0	0	0	0	0	0	89.5	10.5	0	41.1	0	58.9	0	
Total %	24.1	24.5	0	0	0	0	0	0	0	27.1	3.2	0	8.7	0	12.5	0	

City : Costa Mesa
N-S Direction : Bristol St
E-W Direction: I-405 SB On Off Ramps

File Name : H2206031
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

	Bristol St Southbound					I-405 SB On Off Ramps Westbound					Bristol St Northbound					I-405 SB On Off Ramps Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**248**	**309**	0	0	**557**	0	0	0	0	0	0	161	18	0	179	104	0	73	0	177	913
07:45	235	273	0	0	508	0	0	0	0	0	0	**208**	**37**		**245**	**120**					**957**
08:00	204	214	0	0	418	0	0	0	0	0	0	168	22	0	190	99	0	90	0	189	797
08:15	207	235	0	0	442	0	0	0	0	0	0	193	26	0	219	104	0	**116**		**220**	881
Total Volume	894	1031	0	0	1925	0	0	0	0	0	0	730	103	0	833	427	0	363	0	790	3548
% App. Total	46.4	53.6	0	0		0	0	0	0		0	87.6	12.4	0		54.1	0	45.9	0		
PHF	.901	.834	.000	.000	.864	.000	.000	.000	.000	.000	.000	.877	.696	.000	.850	.890	.000	.782	.000	.898	.927

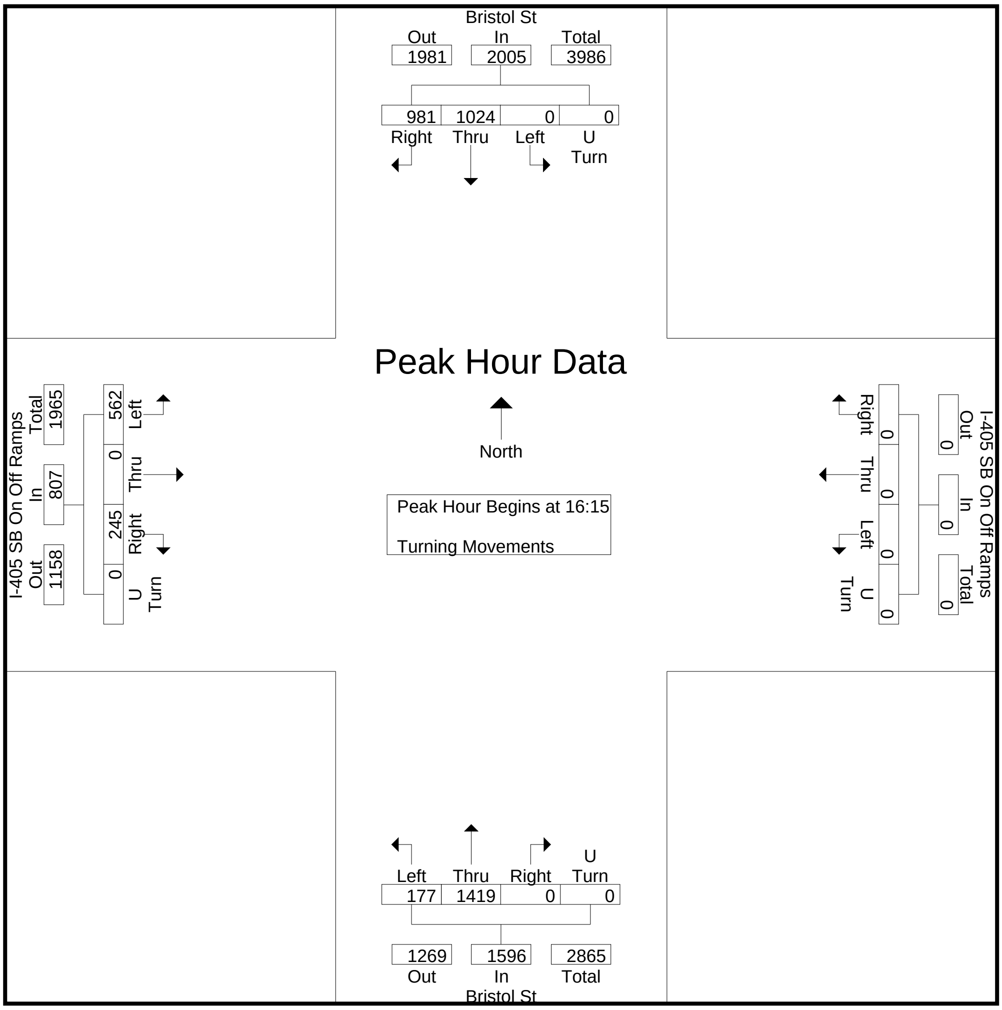


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Bristol St
E-W Direction: I-405 SB On Off Ramps

File Name : H2206031
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

	Bristol St Southbound					I-405 SB On Off Ramps Westbound					Bristol St Northbound					I-405 SB On Off Ramps Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	243	259	0	0	502	0	0	0	0	0	0	337	47	0	384	61	0	145	0	206	1092
16:30	**252**															**64**		**151**		**215**	1109
16:45	238	240	0	0	478	0	0	0	0	0	0	335	35	0	370	62	0	130	0	192	1040
17:00	248	**268**	0	0	**516**	0	0	0	0	0	0	**398**	**59**		**457**	58	0	136	0	194	**1167**
Total Volume	981	1024	0	0	2005	0	0	0	0	0	0	1419	177	0	1596	245	0	562	0	807	4408
% App. Total	48.9	51.1	0	0		0	0	0	0		0	88.9	11.1	0		30.4	0	69.6	0		
PHF	.973	.955	.000	.000	.971	.000	.000	.000	.000	.000	.000	.891	.750	.000	.873	.957	.000	.930	.000	.938	.944



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Bear St
E-W Direction: Paularino Ave, Yukon Ave

File Name : H2206032
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

Groups Printed- Turning Movements

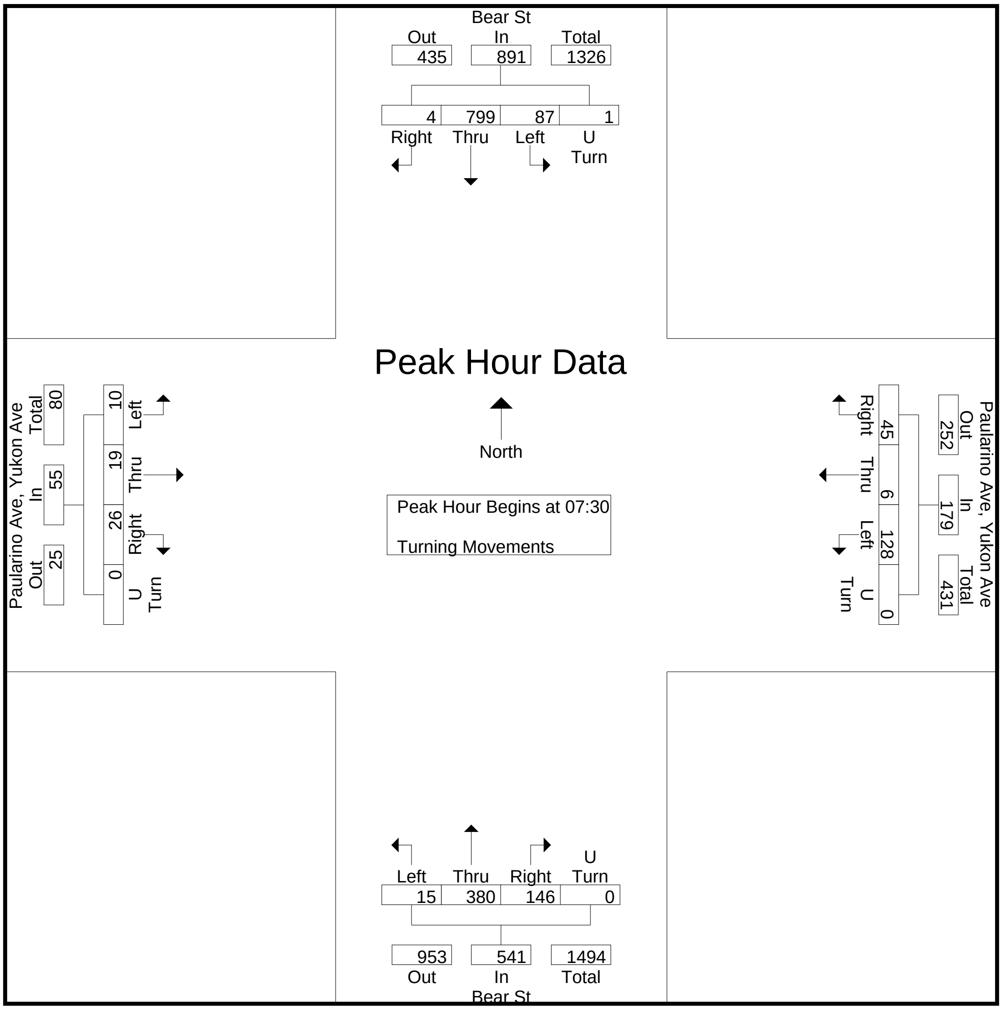
	Bear St Southbound				Paularino Ave, Yukon Ave Westbound				Bear St Northbound				Paularino Ave, Yukon Ave Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	0	87	17	0	14	5	18	0	20	57	1	0	6	4	0	0	229
07:15	0	140	13	0	11	3	19	0	29	52	0	0	9	6	0	1	283
07:30	0	242	19	0	7	1	45	0	29	75	2	0	7	6	2	0	435
07:45	0	210	29	0	14	1	21	0	40	99	6	0	10	4	5	0	439
Total	0	679	78	0	46	10	103	0	118	283	9	0	32	20	7	1	1386
08:00	1	186	22	1	15	2	19	0	42	120	5	0	4	7	2	0	426
08:15	3	161	17	0	9	2	43	0	35	86	2	0	5	2	1	0	366
08:30	1	173	15	0	10	1	30	0	41	92	3	1	6	3	0	0	376
08:45	0	153	21	0	10	1	30	0	46	133	2	0	9	3	1	0	409
Total	5	673	75	1	44	6	122	0	164	431	12	1	24	15	4	0	1577
16:00	3	205	33	0	34	4	37	0	35	262	8	1	6	3	3	0	634
16:15	6	194	32	2	30	8	28	0	28	300	9	0	3	0	1	0	641
16:30	4	182	26	0	34	3	37	0	36	315	8	1	10	1	3	0	660
16:45	4	213	29	0	29	4	32	0	38	311	6	0	5	1	1	0	673
Total	17	794	120	2	127	19	134	0	137	1188	31	2	24	5	8	0	2608
17:00	2	220	38	0	32	4	48	0	53	331	6	0	9	3	0	0	746
17:15	5	213	26	0	31	5	40	0	61	343	7	1	9	2	2	0	745
17:30	3	200	27	0	37	1	36	0	45	319	8	0	8	1	3	0	688
17:45	4	172	30	1	23	3	45	0	64	279	9	0	4	2	2	0	638
Total	14	805	121	1	123	13	169	0	223	1272	30	1	30	8	7	0	2817
Grand Total	36	2951	394	4	340	48	528	0	642	3174	82	4	110	48	26	1	8388
Apprch %	1.1	87.2	11.6	0.1	37.1	5.2	57.6	0	16.5	81.3	2.1	0.1	59.5	25.9	14.1	0.5	
Total %	0.4	35.2	4.7	0	4.1	0.6	6.3	0	7.7	37.8	1	0	1.3	0.6	0.3	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : Costa Mesa
N-S Direction : Bear St
E-W Direction: Paularino Ave, Yukon Ave

File Name : H2206032
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

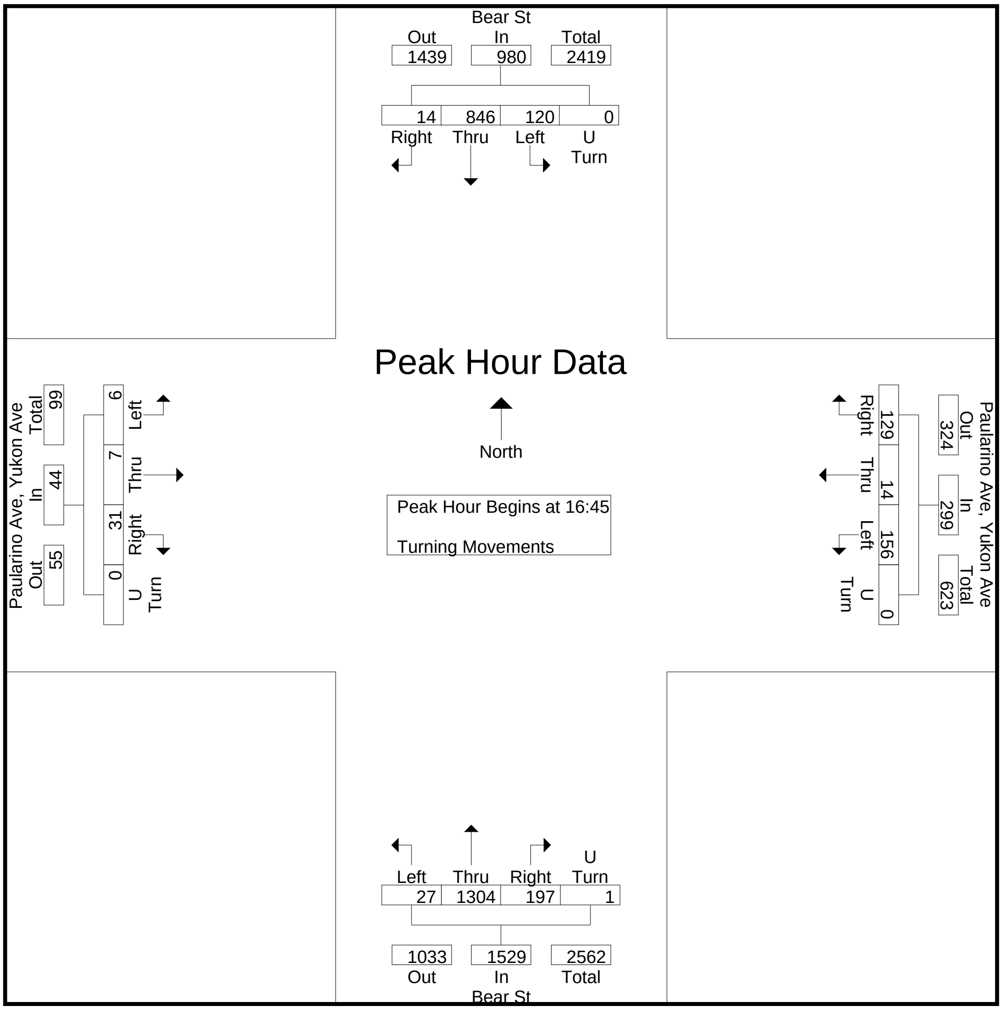
	Bear St Southbound					Paularino Ave, Yukon Ave Westbound					Bear St Northbound					Paularino Ave, Yukon Ave Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	**242**	19	0	**261**	7	1	**45**													
07:45	**0**	**210**	**29**	**0**	**239**	**14**	**1**	**21**	**0**	**36**	**40**	**99**	**6**	**0**	**145**	**10**	**4**	**5**	**0**	**19**	**439**
08:00	1	186	22	**1**		**15**	**2**	19	0	36	**42**	**120**	5	0	**167**	4	**7**	2	0	13	426
08:15	**3**									**54**	35	86	2	0	123	5	2	1	0	8	366
Total Volume	4	799	87	1	891	45	6	128	0	179	146	380	15	0	541	26	19	10	0	55	1666
% App. Total	0.4	89.7	9.8	0.1		25.1	3.4	71.5	0		27	70.2	2.8	0		47.3	34.5	18.2	0		
PHF	.333	.825	.750	.250	.853	.750	.750	.711	.000	.829	.869	.792	.625	.000	.810	.650	.679	.500	.000	.724	.949



City : Costa Mesa
N-S Direction : Bear St
E-W Direction: Paularino Ave, Yukon Ave

File Name : H2206032
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

	Bear St Southbound					Paularino Ave, Yukon Ave Westbound					Bear St Northbound					Paularino Ave, Yukon Ave Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	4	213	29	0	246	29	4	32	0	65	38	311	6	0	355	5	1	1	0	7	673
17:00	2	**220**	**38**		**260**	32	4	**48**		**84**	53	331	6	0	390	**9**	**3**	0	0	12	**746**
17:15	**5**						**5**	40	0	76	**61**	**343**	7	**1**	**412**	9	2	2	0	**13**	745
17:30	3	200	27	0	230	**37**							**8**					**3**			
Total Volume	14	846	120	0	980	129	14	156	0	299	197	1304	27	1	1529	31	7	6	0	44	2852
% App. Total	1.4	86.3	12.2	0		43.1	4.7	52.2	0		12.9	85.3	1.8	0.1		70.5	15.9	13.6	0		
PHF	.700	.961	.789	.000	.942	.872	.700	.813	.000	.890	.807	.950	.844	.250	.928	.861	.583	.500	.000	.846	.956



City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: Paularino Ave

File Name : H2206033
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

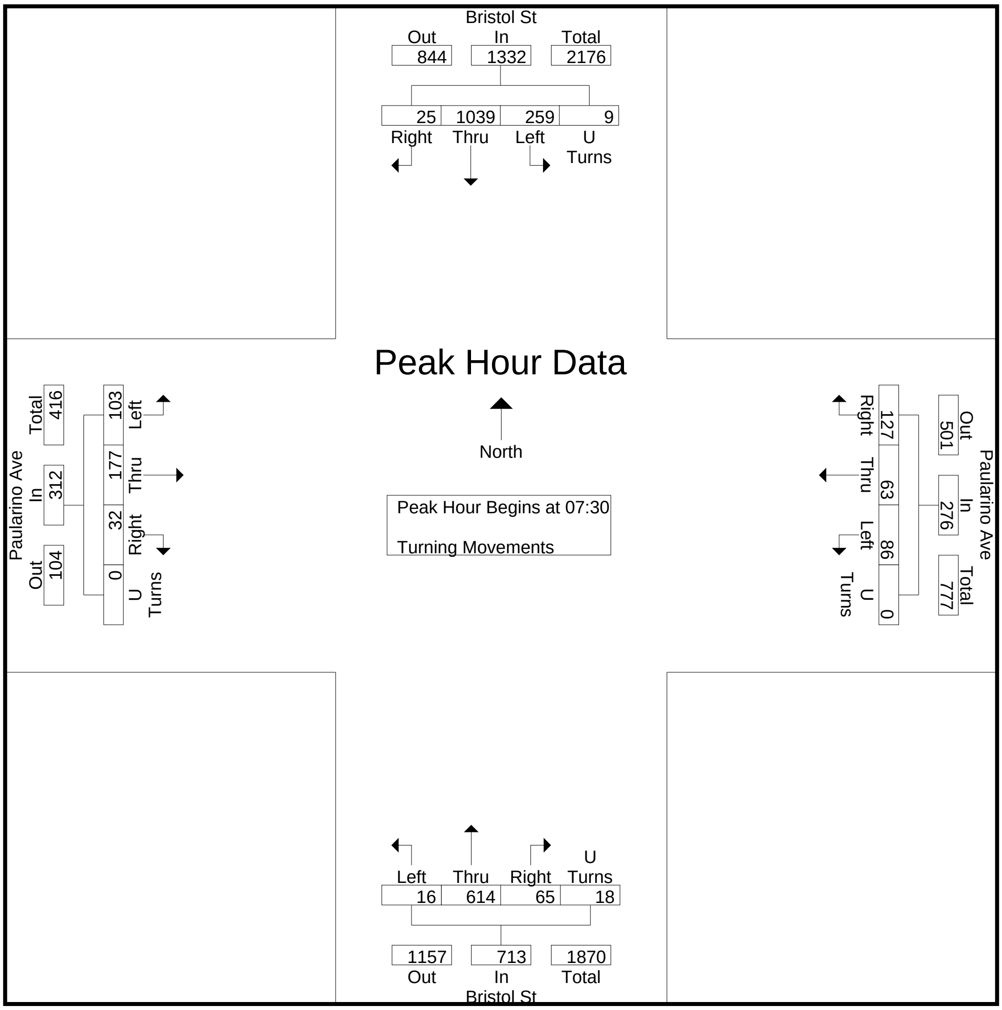
Groups Printed- Turning Movements

	Bristol St Southbound				Paularino Ave Westbound				Bristol St Northbound				Paularino Ave Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	6	220	69	2	22	12	15	0	10	91	0	0	12	37	18	0	514
07:15	7	246	51	1	41	13	24	0	10	95	1	1	5	40	15	0	550
07:30	7	281	54	1	30	17	27	0	13	133	2	1	3	52	23	0	644
07:45	4	272	85	1	36	17	21	0	12	178	2	5	8	50	27	0	718
Total	24	1019	259	5	129	59	87	0	45	497	5	7	28	179	83	0	2426
08:00	4	250	58	3	35	18	22	0	23	147	10	7	12	43	26	0	658
08:15	10	236	62	4	26	11	16	0	17	156	2	5	9	32	27	0	613
08:30	4	244	50	3	42	11	34	0	14	144	11	3	13	42	28	0	643
08:45	9	247	61	0	30	15	19	0	15	159	9	4	10	26	26	0	630
Total	27	977	231	10	133	55	91	0	69	606	32	19	44	143	107	0	2544
16:00	5	253	41	1	76	57	30	0	18	220	14	6	9	25	46	0	801
16:15	14	251	53	0	71	45	35	0	20	221	10	4	12	21	37	0	794
16:30	18	255	47	3	101	50	54	0	12	237	12	7	9	21	49	0	875
16:45	13	282	40	5	88	40	33	0	21	257	11	14	15	33	52	0	904
Total	50	1041	181	9	336	192	152	0	71	935	47	31	45	100	184	0	3374
17:00	12	274	56	6	103	57	64	0	22	278	17	7	9	37	50	0	992
17:15	30	303	51	3	85	49	55	0	23	247	12	9	12	50	52	0	981
17:30	16	286	41	3	88	52	47	0	22	241	13	12	13	49	55	0	938
17:45	14	249	54	4	82	44	38	0	15	185	11	6	14	35	52	0	803
Total	72	1112	202	16	358	202	204	0	82	951	53	34	48	171	209	0	3714
Grand Total	173	4149	873	40	956	508	534	0	267	2989	137	91	165	593	583	0	12058
Apprch %	3.3	79.3	16.7	0.8	47.8	25.4	26.7	0	7.7	85.8	3.9	2.6	12.3	44.2	43.5	0	
Total %	1.4	34.4	7.2	0.3	7.9	4.2	4.4	0	2.2	24.8	1.1	0.8	1.4	4.9	4.8	0	

City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: Paularino Ave

File Name : H2206033
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

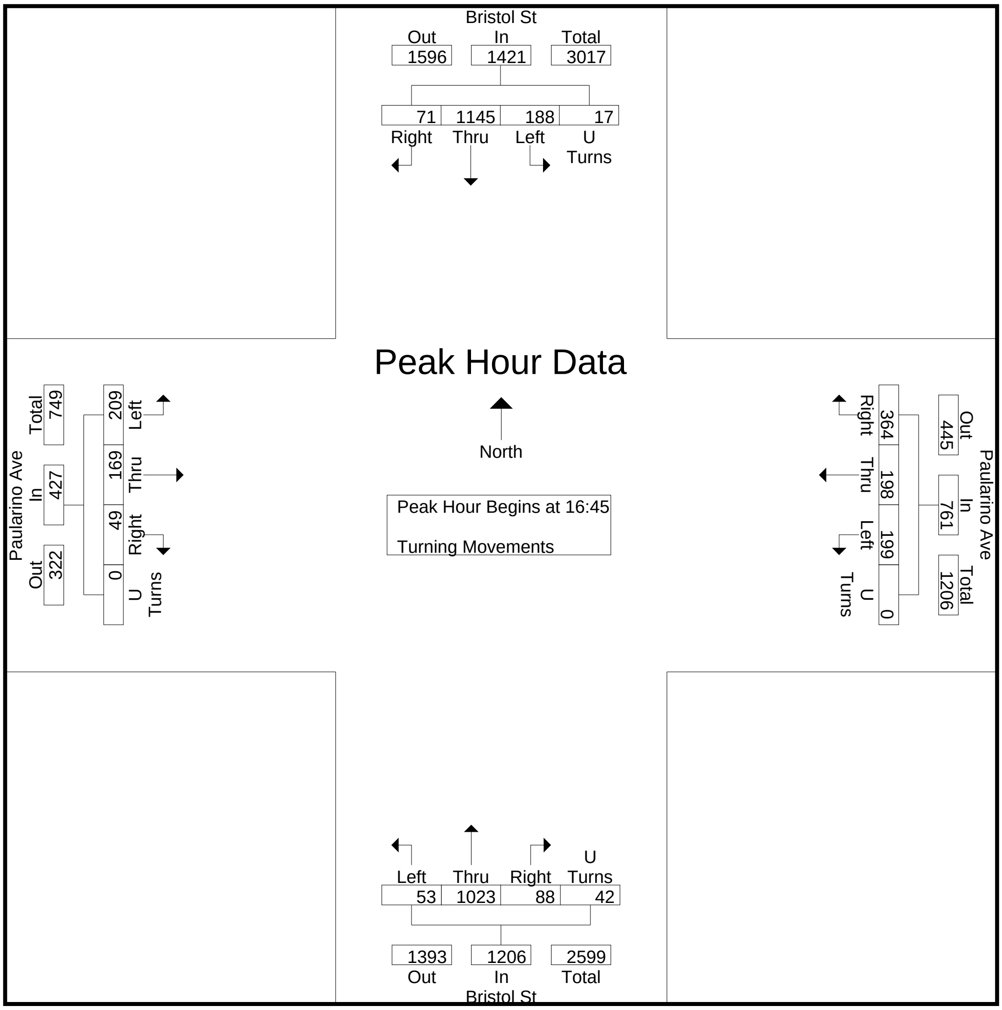
	Bristol St Southbound					Paularino Ave Westbound					Bristol St Northbound					Paularino Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	7	**281**	54	1	343	30	17	**27**									**52**	23	0	78	644
07:45	4	272	**85**		**362**	**36**						**178**	2	5	**197**	8	50	**27**		**85**	**718**
08:00	4	250	58	3	315	35	**18**	22	0	**75**	**23**		**10**	**7**		**12**					
08:15	**10**	**236**	**62**	**4**	**312**	**26**	**11**	**16**	**0**	**53**	**17**	**156**	**2**	**5**	**180**	**9**	**32**	**27**	**0**	**68**	**613**
Total Volume	25	1039	259	9	1332	127	63	86	0	276	65	614	16	18	713	32	177	103	0	312	2633
% App. Total	1.9	78	19.4	0.7		46	22.8	31.2	0		9.1	86.1	2.2	2.5		10.3	56.7	33	0		
PHF	.625	.924	.762	.563	.920	.882	.875	.796	.000	.920	.707	.862	.400	.643	.905	.667	.851	.954	.000	.918	.917



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa	File Name : H2206033
N-S Directions: Bristol St	Site Code : 00000000
E-W Directions: Paularino Ave	Start Date : 5/25/2022
	Page No : 3

	Bristol St Southbound					Paularino Ave Westbound					Bristol St Northbound					Paularino Ave Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	13	282	40	5	340	88	40	33	0	161	21	257	11	**14**		**15**					
17:00	**12**	**274**	**56**	**6**	**348**	**103**	**57**	**64**	**0**	**224**	22	**278**	**17**	**7**	**324**	9	37	50	0	96	**992**
17:15	**30**	**303**	51	3	**387**	85	49	55	0	189	**23**						**50**	52	0	114	981
17:30	16	286	41	3	346	88	52	47	0	187	22	241	13	12	288	13	49	**55**		**117**	938
Total Volume	71	1145	188	17	1421	364	198	199	0	761	88	1023	53	42	1206	49	169	209	0	427	3815
% App. Total	5	80.6	13.2	1.2		47.8	26	26.1	0		7.3	84.8	4.4	3.5		11.5	39.6	48.9	0		
PHF	.592	.945	.839	.708	.918	.883	.868	.777	.000	.849	.957	.920	.779	.750	.931	.817	.845	.950	.000	.912	.961



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Fairview Rd
E-W Directions: Baker St

File Name : H2206034
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

Groups Printed- Turning Movements

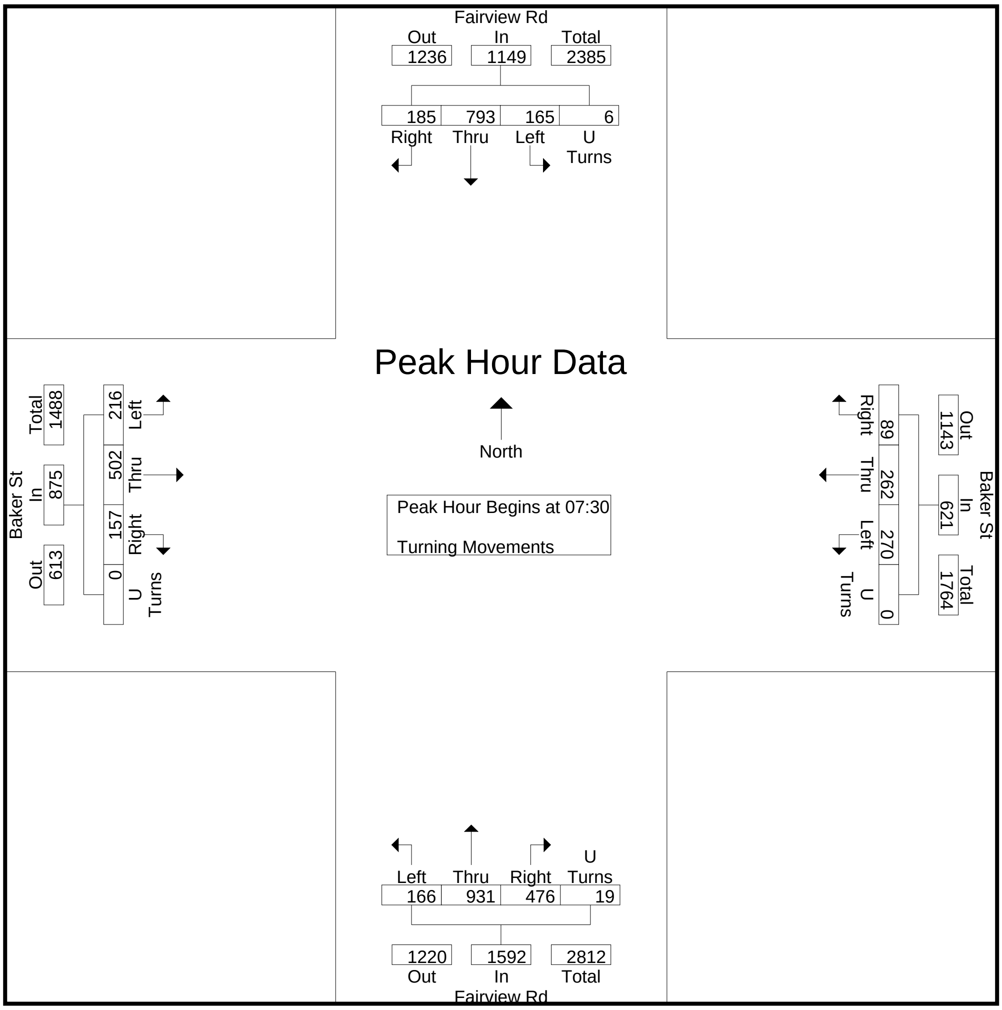
	Fairview Rd Southbound				Baker St Westbound				Fairview Rd Northbound				Baker St Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	27	114	34	1	17	32	31	0	46	117	6	5	9	76	29	0	544
07:15	30	134	32	0	12	41	43	0	79	204	6	3	25	80	41	0	730
07:30	37	205	45	2	19	58	78	0	113	202	18	6	52	128	58	0	1021
07:45	53	259	45	1	25	75	98	0	126	298	52	2	56	141	68	0	1299
Total	147	712	156	4	73	206	250	0	364	821	82	16	142	425	196	0	3594
08:00	47	151	42	1	25	62	57	0	133	257	67	4	28	111	49	0	1034
08:15	48	178	33	2	20	67	37	0	104	174	29	7	21	122	41	0	883
08:30	61	158	40	3	12	57	52	0	100	163	23	8	24	105	45	2	853
08:45	69	180	42	3	19	88	52	0	94	145	20	13	23	124	49	0	921
Total	225	667	157	9	76	274	198	0	431	739	139	32	96	462	184	2	3691
16:00	55	248	60	2	30	165	130	0	93	176	54	13	31	99	45	0	1201
16:15	77	203	41	0	45	168	139	0	70	193	48	16	33	117	50	0	1200
16:30	59	214	51	2	41	187	143	0	68	184	45	12	32	80	55	0	1173
16:45	75	232	54	1	31	171	127	0	96	211	52	16	39	112	57	0	1274
Total	266	897	206	5	147	691	539	0	327	764	199	57	135	408	207	0	4848
17:00	71	209	51	2	40	214	132	0	81	235	58	21	35	104	64	0	1317
17:15	78	260	47	1	28	207	139	0	79	194	58	10	43	90	67	0	1301
17:30	65	228	50	0	40	244	166	0	63	227	42	13	46	115	61	1	1361
17:45	61	247	53	1	18	205	154	0	81	227	47	21	24	86	37	1	1263
Total	275	944	201	4	126	870	591	0	304	883	205	65	148	395	229	2	5242
Grand Total	913	3220	720	22	422	2041	1578	0	1426	3207	625	170	521	1690	816	4	17375
Apprch %	18.7	66.1	14.8	0.5	10.4	50.5	39	0	26.3	59.1	11.5	3.1	17.2	55.8	26.9	0.1	
Total %	5.3	18.5	4.1	0.1	2.4	11.7	9.1	0	8.2	18.5	3.6	1	3	9.7	4.7	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Fairview Rd
E-W Directions: Baker St

File Name : H2206034
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

	Fairview Rd Southbound					Baker St Westbound					Fairview Rd Northbound					Baker St Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	37	205	**45**	**2**																	
07:45	**53**	**259**	45	1	**358**	**25**	**75**	**98**	**0**	**198**	126	**298**	52	2	**478**	**56**	**141**	**68**	**0**	**265**	**1299**
08:00	47	151	42	1	241	25	62	57	0	144	**133**		**67**								
08:15	**48**	**178**	**33**	**2**	**261**	**20**	**67**	**37**	**0**	**124**	**104**	**174**	**29**	**7**	**314**	**21**	**122**	**41**	**0**	**184**	**883**
Total Volume	185	793	165	6	1149	89	262	270	0	621	476	931	166	19	1592	157	502	216	0	875	4237
% App. Total	16.1	69	14.4	0.5		14.3	42.2	43.5	0		29.9	58.5	10.4	1.2		17.9	57.4	24.7	0		
PHF	.873	.765	.917	.750	.802	.890	.873	.689	.000	.784	.895	.781	.619	.679	.833	.701	.890	.794	.000	.825	.815

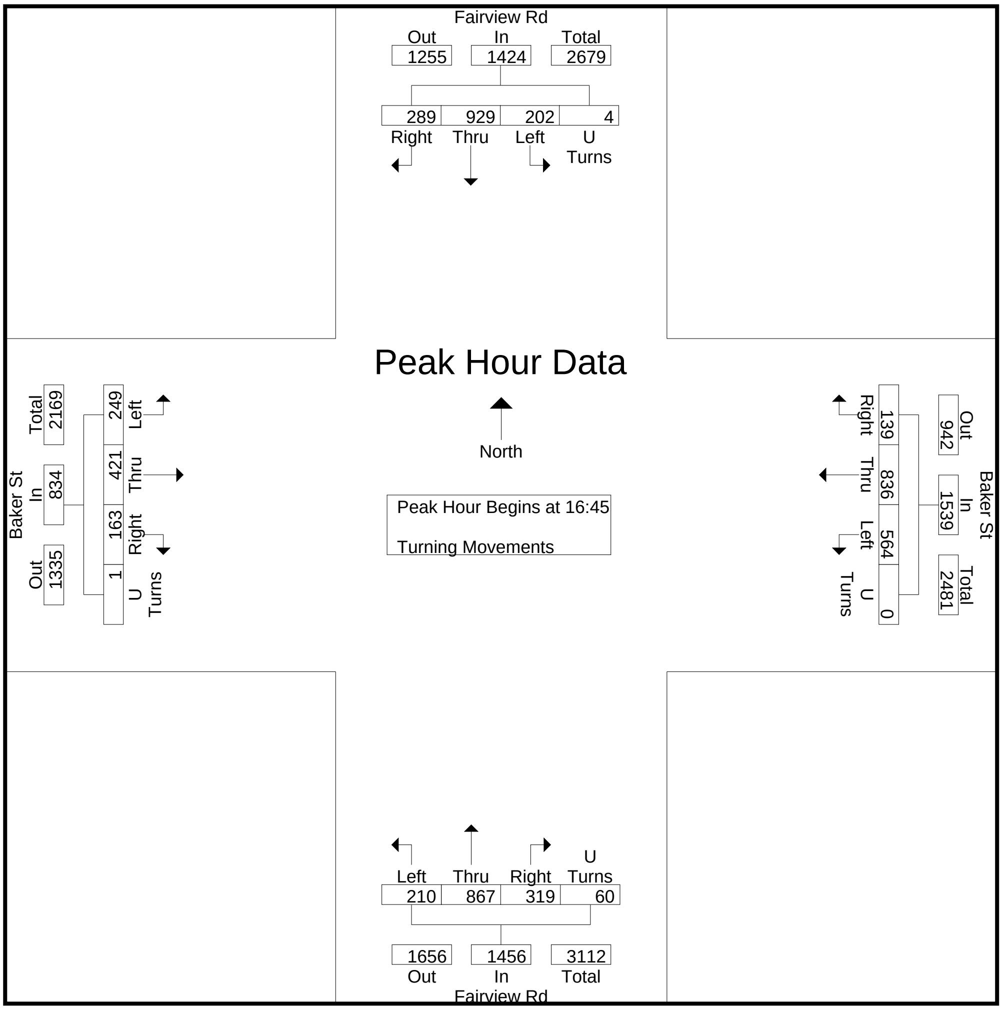


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Fairview Rd
E-W Directions: Baker St

File Name : H2206034
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

	Fairview Rd Southbound					Baker St Westbound					Fairview Rd Northbound					Baker St Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	75	232	**54**								**96**										
17:00	**71**	**209**	**51**	**2**	**333**	**40**	**214**	**132**	**0**	**386**	**81**	**235**	**58**	**21**	**395**	35	104	64	0	203	1317
17:15	**78**	**260**	47	1	386	28	207	139	0	374	79	194	58	10	341	43	90	**67**			
17:30	**65**	**228**	**50**	**0**	**343**	**40**	**244**	**166**	**0**	**450**	63	227	42	13	345	**46**	**115**	61	**1**	**223**	**1361**
Total Volume	289	929	202	4	1424	139	836	564	0	1539	319	867	210	60	1456	163	421	249	1	834	5253
% App. Total	20.3	65.2	14.2	0.3		9	54.3	36.6	0		21.9	59.5	14.4	4.1		19.5	50.5	29.9	0.1		
PHF	.926	.893	.935	.500	.922	.869	.857	.849	.000	.855	.831	.922	.905	.714	.922	.886	.915	.929	.250	.935	.965



City: Costa Mesa
N-S Directions: Bear St
E-W Directions: Baker St

File Name : H2206035
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

Groups Printed- Turning Movements

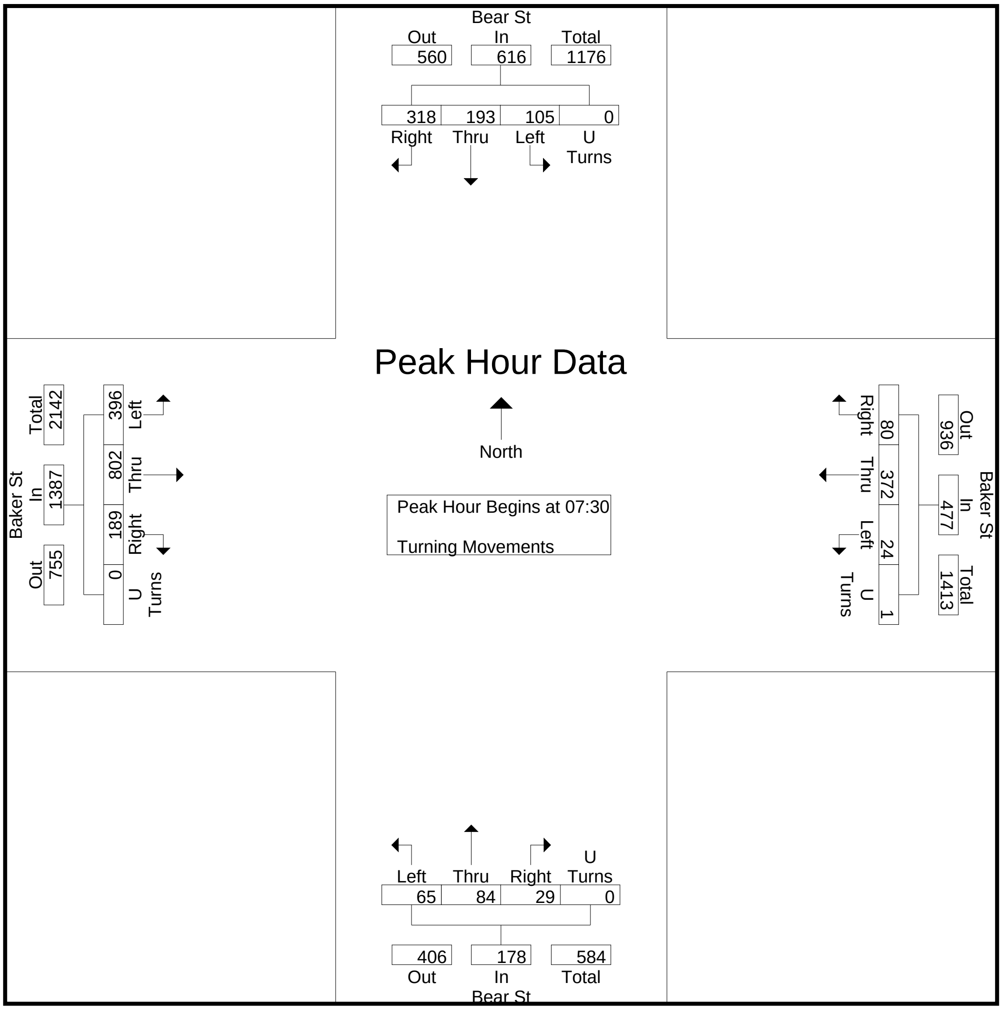
	Bear St Southbound				Baker St Westbound				Bear St Northbound				Baker St Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	25	27	18	0	17	52	4	0	1	17	7	0	24	106	61	0	359
07:15	52	45	22	0	16	81	7	0	2	19	10	0	43	127	55	0	479
07:30	100	59	22	0	23	130	9	1	5	24	13	0	47	215	96	0	744
07:45	97	51	34	0	21	83	6	0	12	18	15	0	50	228	122	0	737
Total	274	182	96	0	77	346	26	1	20	78	45	0	164	676	334	0	2319
08:00	64	41	30	0	17	85	4	0	10	22	14	0	42	187	108	0	624
08:15	57	42	19	0	19	74	5	0	2	20	23	0	50	172	70	0	553
08:30	47	34	30	0	16	93	1	0	5	24	14	0	49	191	76	0	580
08:45	70	46	34	0	21	75	10	0	3	26	12	0	39	150	75	0	561
Total	238	163	113	0	73	327	20	0	20	92	63	0	180	700	329	0	2318
16:00	135	37	33	0	43	225	3	0	15	46	38	0	27	139	74	0	815
16:15	142	42	28	0	22	235	3	0	4	30	42	0	31	129	69	0	777
16:30	137	32	28	0	39	262	8	0	11	42	40	0	27	118	69	0	813
16:45	139	42	38	0	36	216	2	0	8	38	45	0	34	138	91	0	827
Total	553	153	127	0	140	938	16	0	38	156	165	0	119	524	303	0	3232
17:00	126	52	38	1	34	245	4	0	3	45	42	0	38	137	91	0	856
17:15	164	40	30	0	41	300	2	0	4	46	53	0	17	130	85	0	912
17:30	158	43	28	0	35	297	2	0	4	32	49	0	26	118	61	0	853
17:45	117	52	32	0	36	231	1	0	5	33	24	0	23	125	67	0	746
Total	565	187	128	1	146	1073	9	0	16	156	168	0	104	510	304	0	3367
Grand Total	1630	685	464	1	436	2684	71	1	94	482	441	0	567	2410	1270	0	11236
Apprch %	58.6	24.6	16.7	0	13.7	84.1	2.2	0	9.2	47.4	43.4	0	13.4	56.7	29.9	0	
Total %	14.5	6.1	4.1	0	3.9	23.9	0.6	0	0.8	4.3	3.9	0	5	21.4	11.3	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: Costa Mesa
N-S Directions: Bear St
E-W Directions: Baker St

File Name : H2206035
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

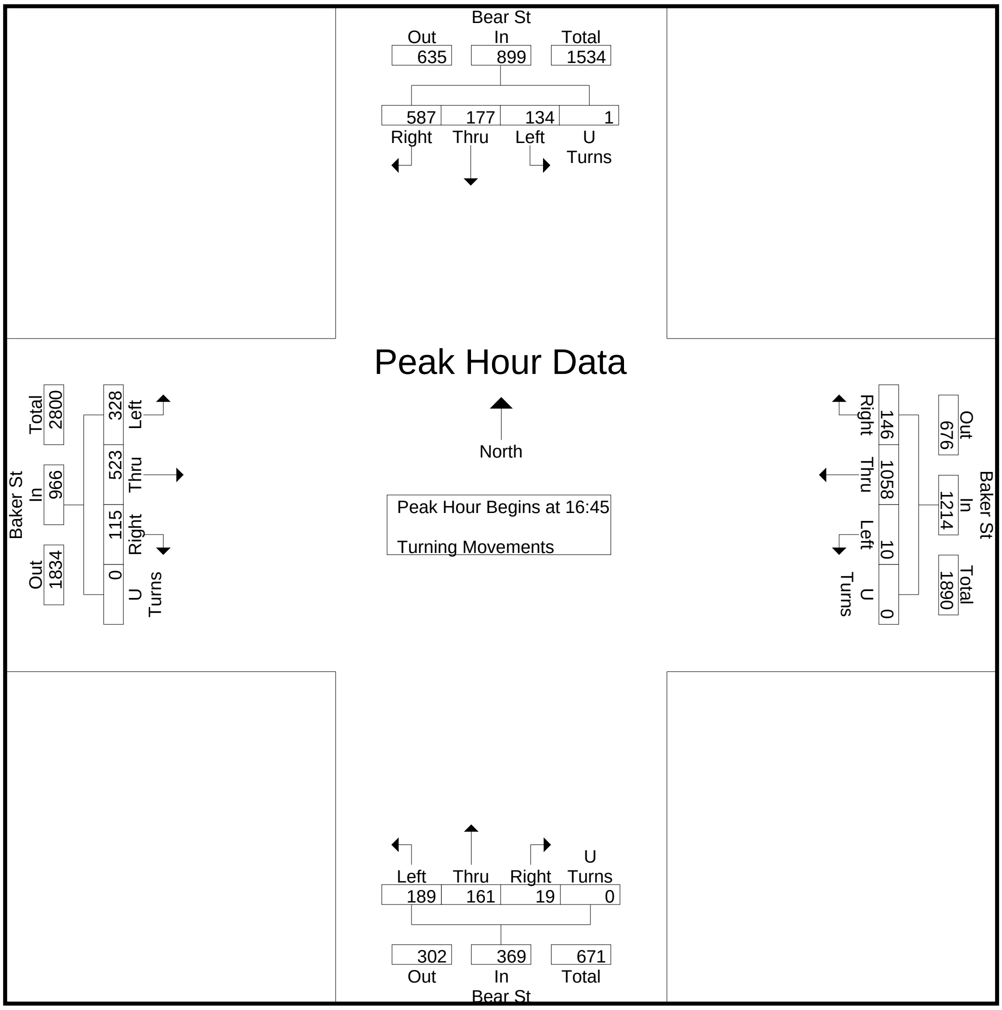
	Bear St Southbound					Baker St Westbound					Bear St Northbound					Baker St Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**100**	**59**	22	0	181	**23**	**130**	**9**	**1**	**163**	5	**24**	13	0	42	47	215	96	0	358	**744**
07:45	97	51	**34**		**182**	21	83	6	0	110	**12**					**50**	**228**	**122**		**400**	737
08:00	64	41	30	0	135	17	85	4	0	106	10	22	14	0	**46**	42	187	108	0	337	624
08:15	57	42	19	0	118	19	74	5	0	98	2	20	**23**								
Total Volume	318	193	105	0	616	80	372	24	1	477	29	84	65	0	178	189	802	396	0	1387	2658
% App. Total	51.6	31.3	17	0		16.8	78	5	0.2		16.3	47.2	36.5	0		13.6	57.8	28.6	0		
PHF	.795	.818	.772	.000	.846	.870	.715	.667	.250	.732	.604	.875	.707	.000	.967	.945	.879	.811	.000	.867	.893



City: Costa Mesa
N-S Directions: Bear St
E-W Directions: Baker St

File Name : H2206035
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

	Bear St Southbound					Baker St Westbound					Bear St Northbound					Baker St Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	139	42	**38**								**8**						**138**	**91**			
17:00	**126**	**52**	38	**1**	**217**	**34**	**245**	**4**	**0**	**283**	**3**	**45**	**42**	**0**	**90**	**38**	**137**	**91**	**0**	**266**	856
17:15	**164**				**234**	**41**	**300**	2	0	**343**	4	**46**	**53**		**103**	17	130	85	0	232	**912**
17:30	158	43	28	0	229	35	297	2	0	334	4	32	49	0	85	26	118	61	0	205	853
Total Volume	587	177	134	1	899	146	1058	10	0	1214	19	161	189	0	369	115	523	328	0	966	3448
% App. Total	65.3	19.7	14.9	0.1		12	87.1	0.8	0		5.1	43.6	51.2	0		11.9	54.1	34	0		
PHF	.895	.851	.882	.250	.960	.890	.882	.625	.000	.885	.594	.875	.892	.000	.896	.757	.947	.901	.000	.908	.945



City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: Baker St

File Name : H2206036
Site Code : 00000000
Start Date : 5/25/2022
Page No : 1

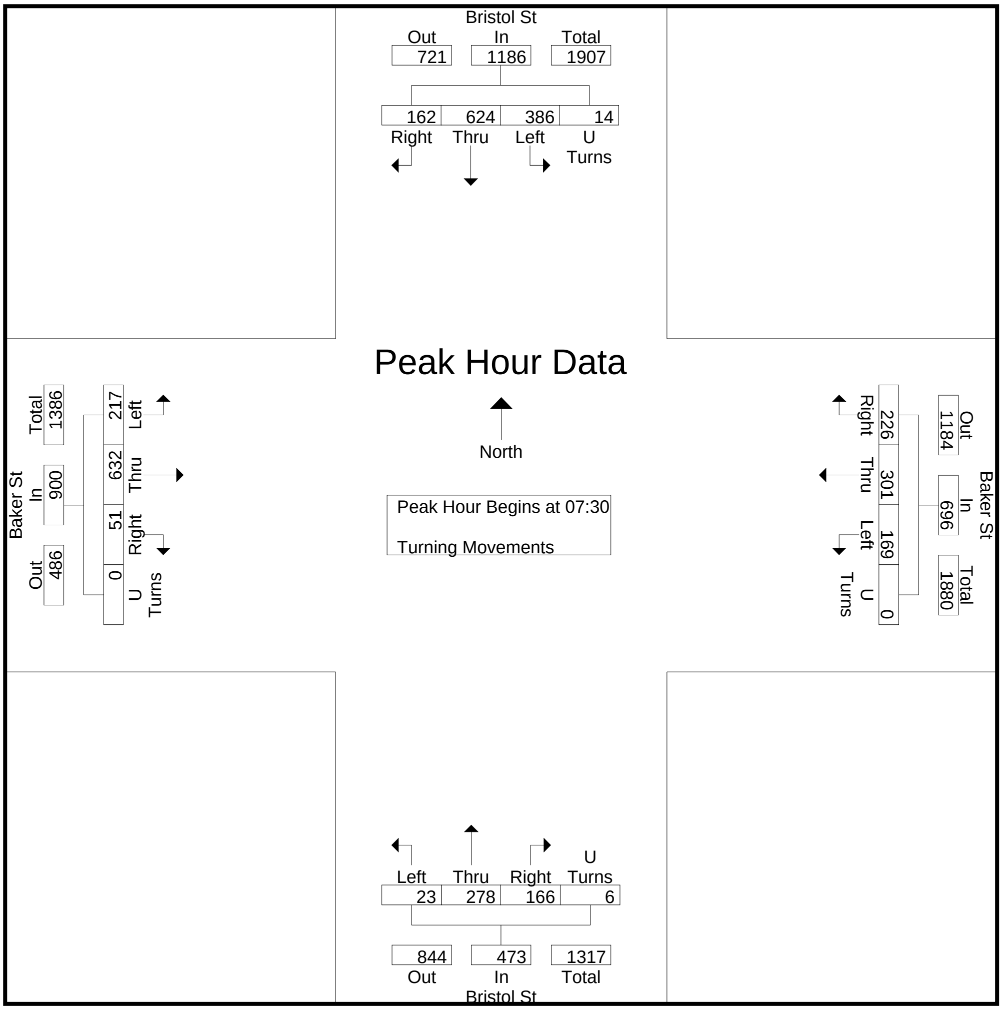
Groups Printed- Turning Movements

	Bristol St Southbound				Baker St Westbound				Bristol St Northbound				Baker St Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	21	91	64	2	30	48	21	0	26	40	3	0	5	99	33	0	483
07:15	28	118	84	0	31	69	46	0	30	48	6	2	4	119	27	0	612
07:30	47	172	89	3	46	102	42	0	42	47	6	1	6	177	44	0	824
07:45	39	182	107	0	67	66	50	0	51	78	6	1	14	184	68	0	913
Total	135	563	344	5	174	285	159	0	149	213	21	4	29	579	172	0	2832
08:00	44	118	94	3	51	70	37	0	44	83	6	1	15	144	62	0	772
08:15	32	152	96	8	62	63	40	0	29	70	5	3	16	127	43	0	746
08:30	35	149	80	6	59	80	47	0	44	73	13	4	14	155	48	0	807
08:45	33	144	89	2	55	74	35	0	29	83	12	1	8	142	50	0	757
Total	144	563	359	19	227	287	159	0	146	309	36	9	53	568	203	0	3082
16:00	81	114	97	8	100	193	31	0	51	128	18	1	14	116	50	0	1002
16:15	78	129	71	9	76	187	37	0	50	149	15	3	14	112	46	0	976
16:30	91	139	69	8	78	188	51	0	33	142	34	6	13	90	60	0	1002
16:45	74	133	102	7	84	168	40	0	41	153	25	8	17	87	69	0	1008
Total	324	515	339	32	338	736	159	0	175	572	92	18	58	405	225	0	3988
17:00	84	145	84	8	106	196	46	0	54	165	32	4	17	113	70	0	1124
17:15	128	148	100	8	94	214	51	0	48	171	38	6	15	101	53	0	1175
17:30	106	131	85	7	83	207	39	0	42	154	40	2	19	79	44	0	1038
17:45	81	130	99	3	68	168	41	0	48	127	31	8	9	93	43	0	949
Total	399	554	368	26	351	785	177	0	192	617	141	20	60	386	210	0	4286
Grand Total	1002	2195	1410	82	1090	2093	654	0	662	1711	290	51	200	1938	810	0	14188
Apprch %	21.4	46.8	30.1	1.7	28.4	54.5	17	0	24.4	63	10.7	1.9	6.8	65.7	27.5	0	
Total %	7.1	15.5	9.9	0.6	7.7	14.8	4.6	0	4.7	12.1	2	0.4	1.4	13.7	5.7	0	

City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: Baker St

File Name : H2206036
Site Code : 00000000
Start Date : 5/25/2022
Page No : 2

	Bristol St Southbound					Baker St Westbound					Bristol St Northbound					Baker St Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**47**						**102**	42	0	**190**	42	47	**6**								
07:45	**39**	**182**	**107**	**0**	**328**	**67**	**66**	**50**	**0**	**183**	**51**	**78**	**6**	**1**	**136**	14	**184**	**68**	**0**	**266**	**913**
08:00	44	118	94	3	259	51	70	37	0	158	44	**83**	6	1	134	15	144	62	0	221	772
08:15	32	152	96	**8**										**3**		**16**					
Total Volume	162	624	386	14	1186	226	301	169	0	696	166	278	23	6	473	51	632	217	0	900	3255
% App. Total	13.7	52.6	32.5	1.2		32.5	43.2	24.3	0		35.1	58.8	4.9	1.3		5.7	70.2	24.1	0		
PHF	.862	.857	.902	.438	.904	.843	.738	.845	.000	.916	.814	.837	.958	.500	.869	.797	.859	.798	.000	.846	.891

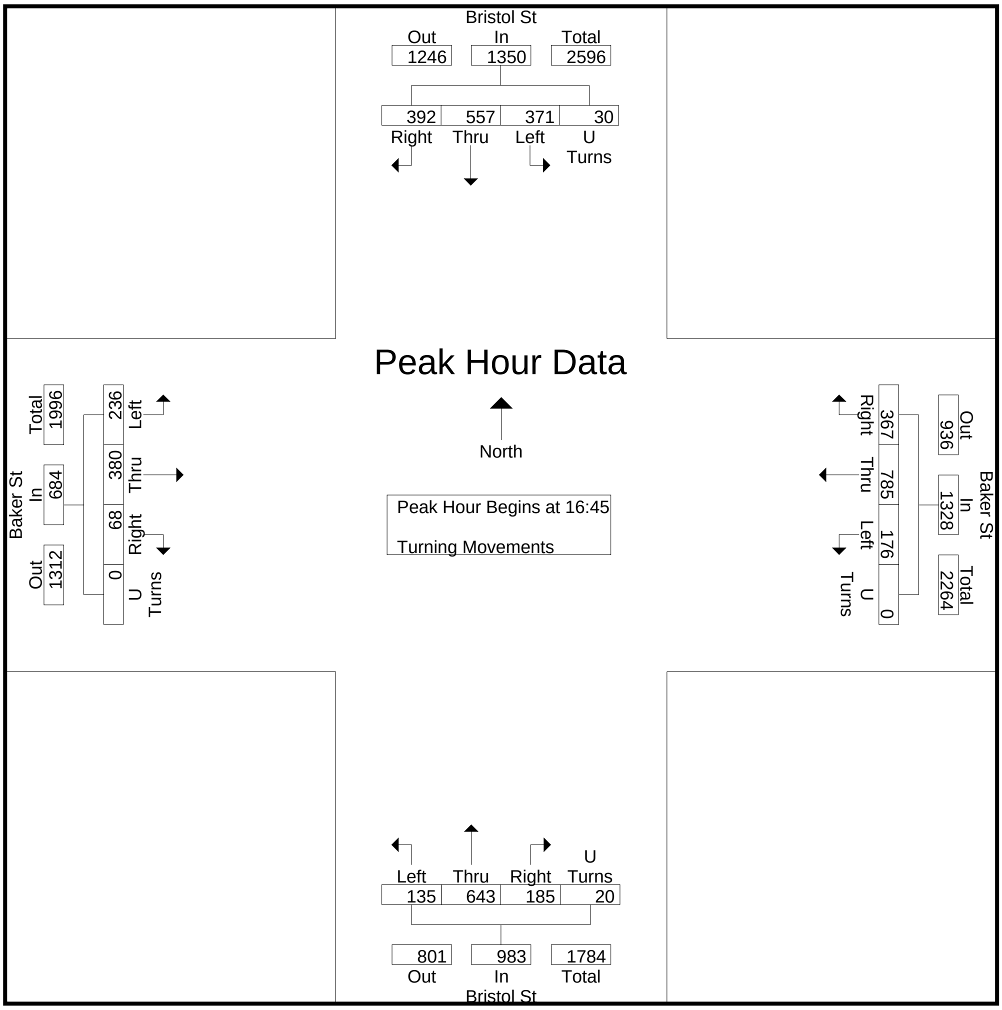


City: Costa Mesa
N-S Directions: Bristol St
E-W Directions: Baker St

File Name : H2206036
Site Code : 00000000
Start Date : 5/25/2022
Page No : 3

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

	Bristol St Southbound					Baker St Westbound					Bristol St Northbound					Baker St Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
16:45	74	133	**102**											**8**							
17:00	**84**	**145**	**84**	**8**	**321**	**106**	**196**	**46**	**0**	**348**	**54**	**165**	**32**	**4**	**255**	**17**	**113**	**70**	**0**	**200**	1124
17:15	**128**	**148**	100	8	**384**	94	**214**	**51**		**359**	48	**171**	38	6	**263**	15	101	53	0	169	**1175**
17:30	106	131	85	7	329	83	207	39	0	329	42	154	**40**			**19**					
Total Volume	392	557	371	30	1350	367	785	176	0	1328	185	643	135	20	983	68	380	236	0	684	4345
% App. Total	29	41.3	27.5	2.2		27.6	59.1	13.3	0		18.8	65.4	13.7	2		9.9	55.6	34.5	0		
PHF	.766	.941	.909	.938	.879	.866	.917	.863	.000	.925	.856	.940	.844	.625	.934	.895	.841	.843	.000	.855	.924



City: COSTA MESA
N-S Direction: BEAR STREET
E-W Direction: SR-73 NB RAMPS

File Name : H2209049
Site Code : 00000000
Start Date : 9/13/2022
Page No : 1

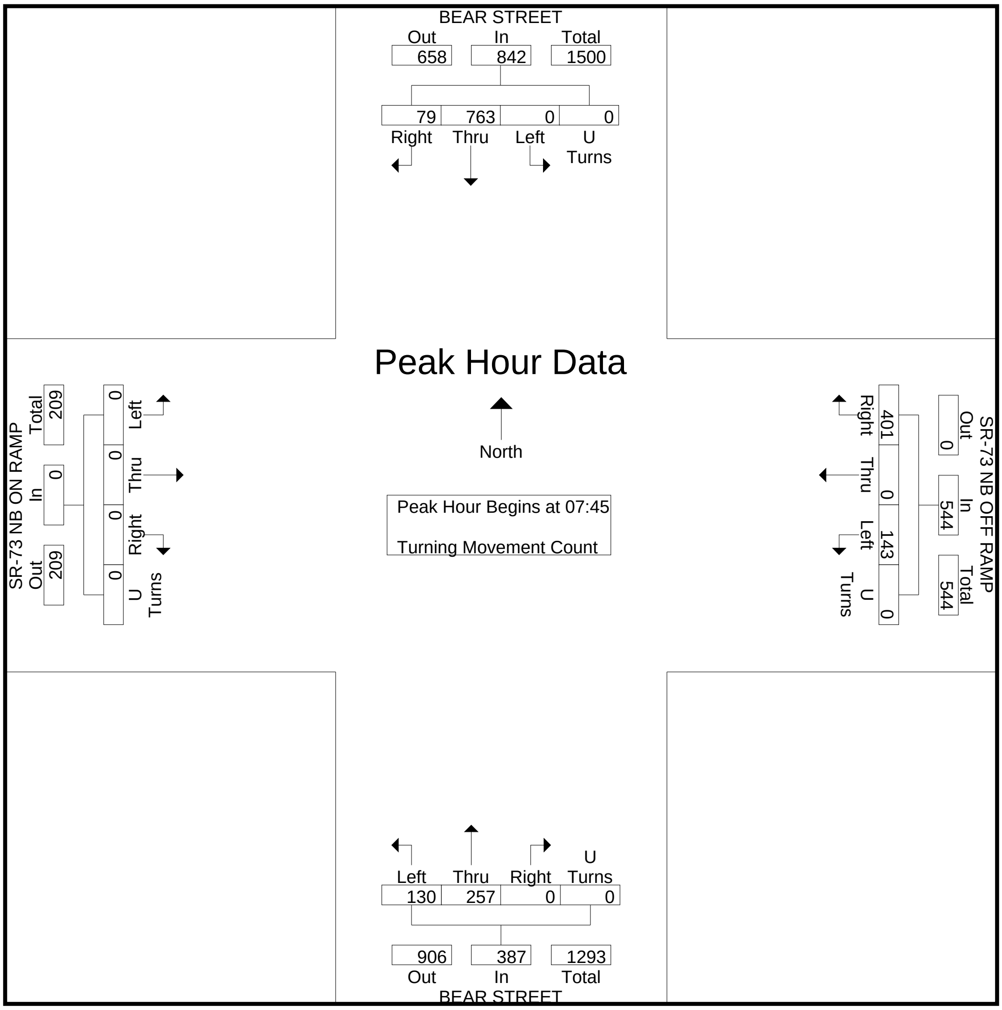
Groups Printed- Turning Movement Count

	BEAR STREET Southbound				SR-73 NB OFF RAMP Westbound				BEAR STREET Northbound				SR-73 NB ON RAMP Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	15	101	0	0	74	0	12	0	0	28	21	0	0	0	0	0	251
07:15	16	151	0	0	129	0	25	0	0	43	22	0	0	0	0	0	386
07:30	28	201	0	0	76	0	38	0	0	44	38	0	0	0	0	0	425
07:45	21	286	0	0	94	0	34	0	0	71	40	0	0	0	0	0	546
Total	80	739	0	0	373	0	109	0	0	186	121	0	0	0	0	0	1608
08:00	19	184	0	0	83	0	23	0	0	63	41	0	0	0	0	0	413
08:15	23	149	0	0	91	0	45	0	0	54	24	0	0	0	0	0	386
08:30	16	144	0	0	133	0	41	0	0	69	25	0	0	0	0	0	428
08:45	14	142	0	0	112	0	44	0	0	70	18	0	0	0	0	0	400
Total	72	619	0	0	419	0	153	0	0	256	108	0	0	0	0	0	1627
16:00	19	196	0	0	273	1	56	0	0	108	34	0	0	0	0	0	687
16:15	20	169	0	0	285	0	78	0	0	118	33	0	0	0	0	0	703
16:30	23	199	0	0	253	1	60	0	0	128	36	0	0	0	0	0	700
16:45	25	180	0	0	272	0	83	0	0	120	28	0	0	0	0	0	708
Total	87	744	0	0	1083	2	277	0	0	474	131	0	0	0	0	0	2798
17:00	42	189	0	0	285	0	72	0	0	118	29	0	0	0	0	0	735
17:15	28	255	0	0	286	0	92	0	0	138	44	0	0	0	0	0	843
17:30	33	238	0	0	289	0	98	0	0	123	28	0	0	0	0	0	809
17:45	19	198	0	0	238	0	90	0	0	113	24	0	0	0	0	0	682
Total	122	880	0	0	1098	0	352	0	0	492	125	0	0	0	0	0	3069
Grand Total	361	2982	0	0	2973	2	891	0	0	1408	485	0	0	0	0	0	9102
Apprch %	10.8	89.2	0	0	76.9	0.1	23	0	0	74.4	25.6	0	0	0	0	0	
Total %	4	32.8	0	0	32.7	0	9.8	0	0	15.5	5.3	0	0	0	0	0	

City: COSTA MESA
N-S Direction: BEAR STREET
E-W Direction: SR-73 NB RAMPS

File Name : H2209049
Site Code : 00000000
Start Date : 9/13/2022
Page No : 2

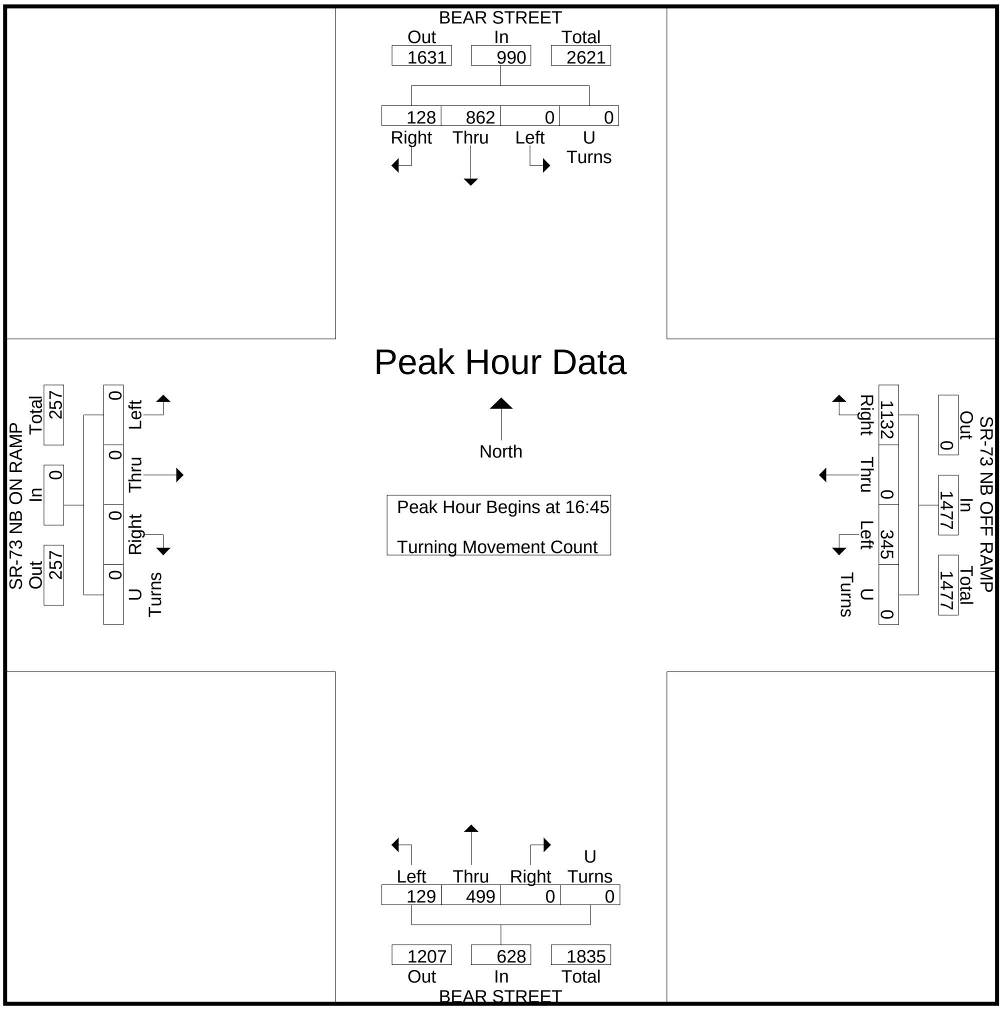
	BEAR STREET Southbound					SR-73 NB OFF RAMP Westbound					BEAR STREET Northbound					SR-73 NB ON RAMP Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	21	**286**	0	0	**307**	94	0	34	0	128	0	**71**	40	0	**111**	0	0	0	0	0	**546**
08:00	19	184	0	0	203	83	0	23	0	106	0	63	**41**								
08:15	**23**	**149**	**0**	**0**	**172**	**91**	**0**	**45**	**0**	**136**	**0**	**54**	**24**	**0**	**78**	**0**	**0**	**0**	**0**	**0**	**386**
08:30	**16**	**144**	**0**	**0**	**160**	**133**	**0**	**41**	**0**	**174**	0	69	25	0	94	0	0	0	0	0	428
Total Volume	79	763	0	0	842	401	0	143	0	544	0	257	130	0	387	0	0	0	0	0	1773
% App. Total	9.4	90.6	0	0		73.7	0	26.3	0		0	66.4	33.6	0		0	0	0	0		
PHF	.859	.667	.000	.000	.686	.754	.000	.794	.000	.782	.000	.905	.793	.000	.872	.000	.000	.000	.000	.000	.812



City: COSTA MESA
N-S Direction: BEAR STREET
E-W Direction: SR-73 NB RAMPS

File Name : H2209049
Site Code : 00000000
Start Date : 9/13/2022
Page No : 3

	BEAR STREET Southbound					SR-73 NB OFF RAMP Westbound					BEAR STREET Northbound					SR-73 NB ON RAMP Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	25	180	0	0	205	272	0	83	0	355	0	120	28	0	148	0	0	0	0	0	708
17:00	**42**																				
17:15	**28**	**255**	0	0	**283**	286	0	92	0	378	0	**138**	**44**	**0**	**182**	0	0	0	0	0	**843**
17:30	33	238	0	0	271	**289**		**98**		**387**	0	123	28	0	151	0	0	0	0	0	809
Total Volume	128	862	0	0	990	1132	0	345	0	1477	0	499	129	0	628	0	0	0	0	0	3095
% App. Total	12.9	87.1				76.6		23.4				79.5	20.5								
PHF	.762	.845	.000	.000	.875	.979	.000	.880	.000	.954	.000	.904	.733	.000	.863	.000	.000	.000	.000	.000	.918



City: COSTA MESA
N-S Direction: BEAR STREET
E-W Direction: SR-73 SB RAMPS

File Name : H2209050
Site Code : 00000000
Start Date : 9/13/2022
Page No : 1

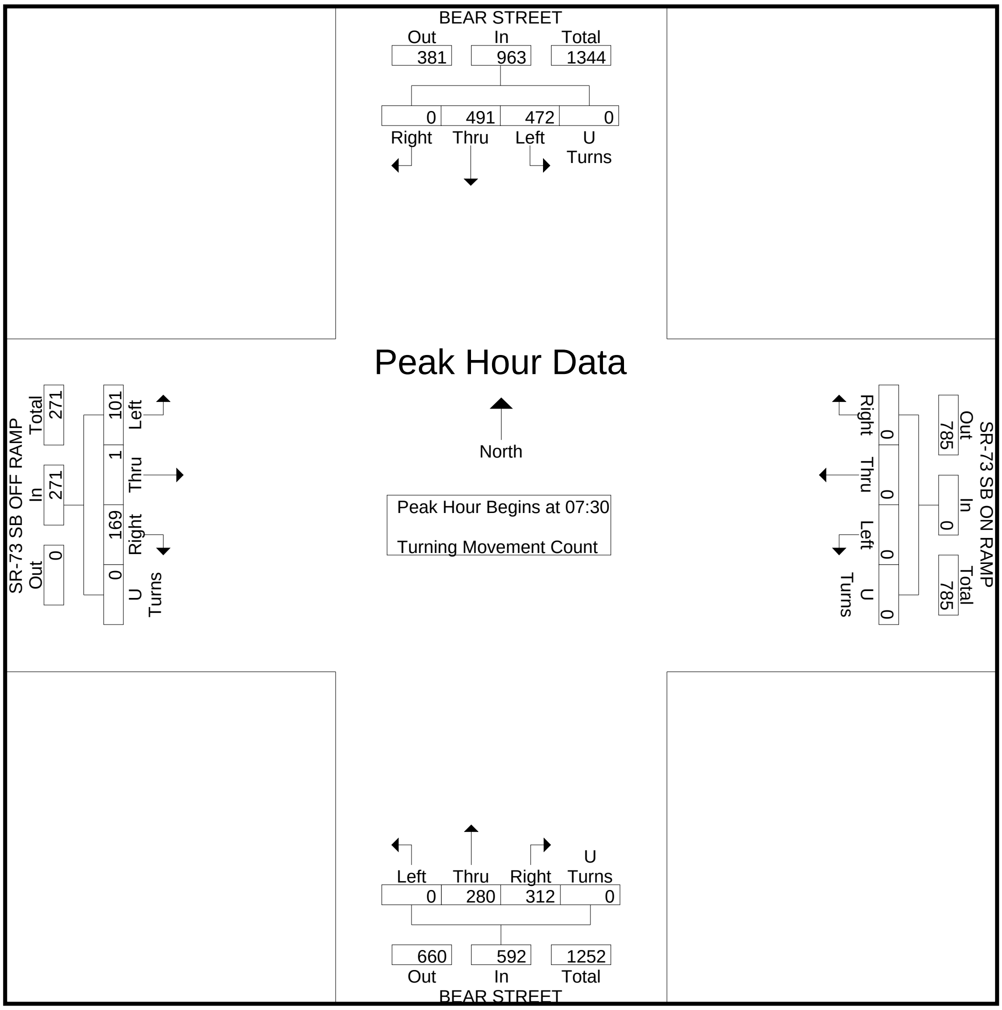
Groups Printed- Turning Movement Count

	BEAR STREET Southbound				SR-73 SB ON RAMP Westbound				BEAR STREET Northbound				SR-73 SB OFF RAMP Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	0	51	58	0	0	0	0	0	53	32	0	0	35	0	14	0	243
07:15	0	83	91	0	0	0	0	0	53	42	0	0	46	0	23	0	338
07:30	0	126	123	0	0	0	0	0	68	65	0	0	50	0	20	0	452
07:45	0	152	165	0	0	0	0	0	91	81	0	0	51	0	30	0	570
Total	0	412	437	0	0	0	0	0	265	220	0	0	182	0	87	0	1603
08:00	0	112	97	0	0	0	0	0	78	74	0	0	43	0	26	0	430
08:15	0	101	87	0	0	0	0	0	75	60	0	0	25	1	25	0	374
08:30	0	86	107	0	0	0	0	0	63	62	0	0	32	0	26	0	376
08:45	0	106	78	0	0	0	0	0	46	59	0	0	33	0	30	0	352
Total	0	405	369	0	0	0	0	0	262	255	0	0	133	1	107	0	1532
16:00	0	149	107	0	0	0	0	0	26	120	0	0	33	1	28	0	464
16:15	0	155	100	0	0	0	0	0	26	106	0	0	28	1	34	0	450
16:30	0	148	102	0	0	0	0	0	37	123	0	0	36	0	43	0	489
16:45	0	155	109	0	0	0	0	0	41	114	0	0	41	1	38	0	499
Total	0	607	418	0	0	0	0	0	130	463	0	0	138	3	143	0	1902
17:00	0	146	122	0	0	0	0	0	30	127	0	0	34	0	30	0	489
17:15	0	204	134	0	0	0	0	0	28	122	0	0	28	0	50	0	566
17:30	0	201	141	0	0	0	0	0	46	112	0	0	31	0	41	0	572
17:45	0	173	109	0	0	0	0	0	29	91	0	0	41	0	45	0	488
Total	0	724	506	0	0	0	0	0	133	452	0	0	134	0	166	0	2115
Grand Total	0	2148	1730	0	0	0	0	0	790	1390	0	0	587	4	503	0	7152
Apprch %	0	55.4	44.6	0	0	0	0	0	36.2	63.8	0	0	53.7	0.4	46	0	
Total %	0	30	24.2	0	0	0	0	0	11	19.4	0	0	8.2	0.1	7	0	

City: COSTA MESA
N-S Direction: BEAR STREET
E-W Direction: SR-73 SB RAMPS

File Name : H2209050
Site Code : 00000000
Start Date : 9/13/2022
Page No : 2

	BEAR STREET Southbound					SR-73 SB ON RAMP Westbound					BEAR STREET Northbound					SR-73 SB OFF RAMP Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	126	123	0	249	0	0	0	0	0	68	65	0	0	133	50	0	20	0	70	452
07:45	0	**152**	**165**		**317**	0	0	0	0	0	**91**	**81**	0	0	**172**	**51**		**30**		**81**	**570**
08:00	0	112	97	0	209	0	0	0	0	0	78	74	0	0	152	43	0	26	0	69	430
08:15	0	101	87	0	188	0	0	0	0	0	75	60	0	0	135	25	**1**	25	0	51	374
Total Volume	0	491	472	0	963	0	0	0	0	0	312	280	0	0	592	169	1	101	0	271	1826
% App. Total	0	51	49	0		0	0	0	0		52.7	47.3	0	0		62.4	0.4	37.3	0		
PHF	.000	.808	.715	.000	.759	.000	.000	.000	.000	.000	.857	.864	.000	.000	.860	.828	.250	.842	.000	.836	.801

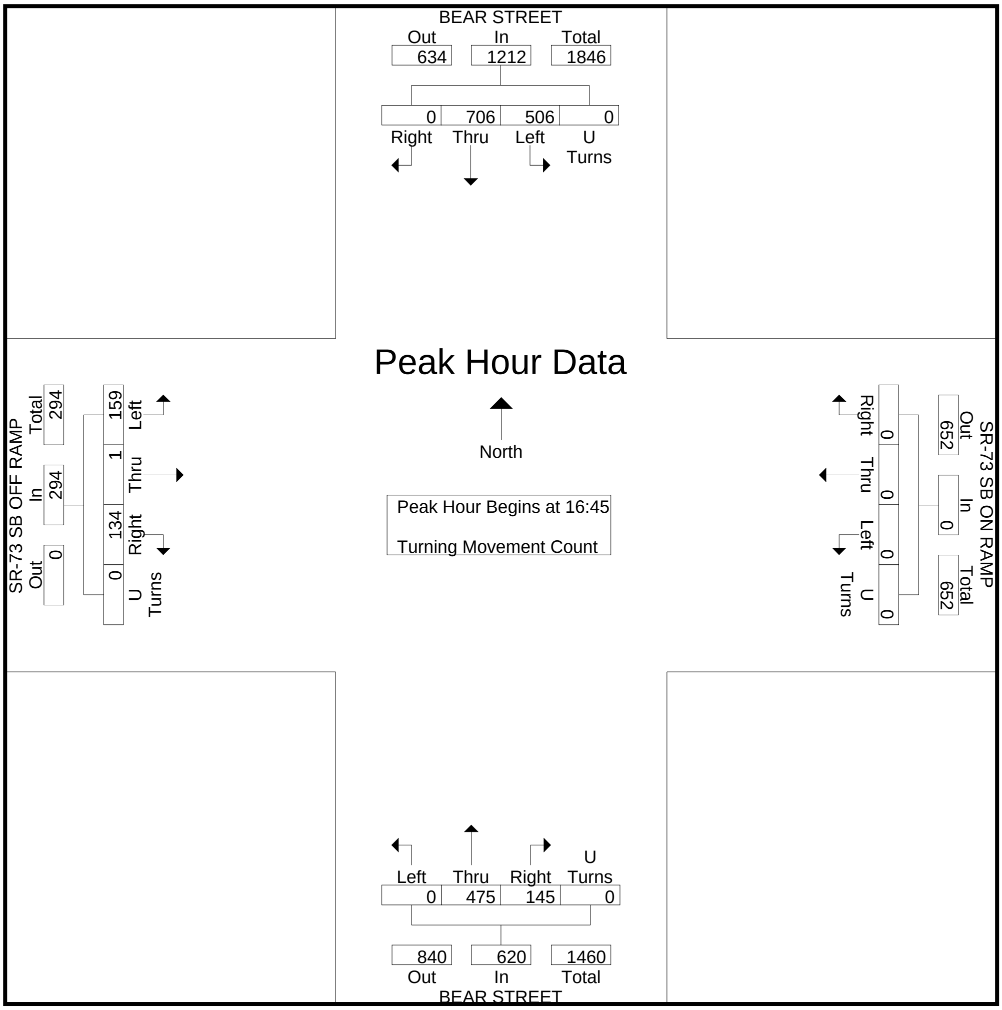


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: COSTA MESA
N-S Direction: BEAR STREET
E-W Direction: SR-73 SB RAMPS

File Name : H2209050
Site Code : 00000000
Start Date : 9/13/2022
Page No : 3

	BEAR STREET Southbound					SR-73 SB ON RAMP Westbound					BEAR STREET Northbound					SR-73 SB OFF RAMP Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	155	109	0	264	0	0	0	0	0	41	114	0	0	155	**41**	**1**	38	0	**80**	499
17:00	0	146	122	0	268	0	0	0	0	0	30	**127**	0	0	157	34	0	30	0	64	489
17:15	0	**204**	134	0	338	0	0	0	0	0	28	122	0	0	150	28	0	**50**			
17:30	**0**	**201**	**141**	**0**	**342**	0	0	0	0	0	**46**	**112**	**0**	**0**	**158**	31	0	41	0	72	**572**
Total Volume	0	706	506	0	1212	0	0	0	0	0	145	475	0	0	620	134	1	159	0	294	2126
% App. Total	0	58.3	41.7	0		0	0	0	0		23.4	76.6	0	0		45.6	0.3	54.1	0		
PHF	.000	.865	.897	.000	.886	.000	.000	.000	.000	.000	.788	.935	.000	.000	.981	.817	.250	.795	.000	.919	.929



City: COSTA MESA
N-S Direction: FAIRVIEW ROAD
E-W Direction: I-405 NB RAMPS

File Name : H2209052
Site Code : 00000000
Start Date : 9/15/2022
Page No : 1

Groups Printed- Turning Movement Count

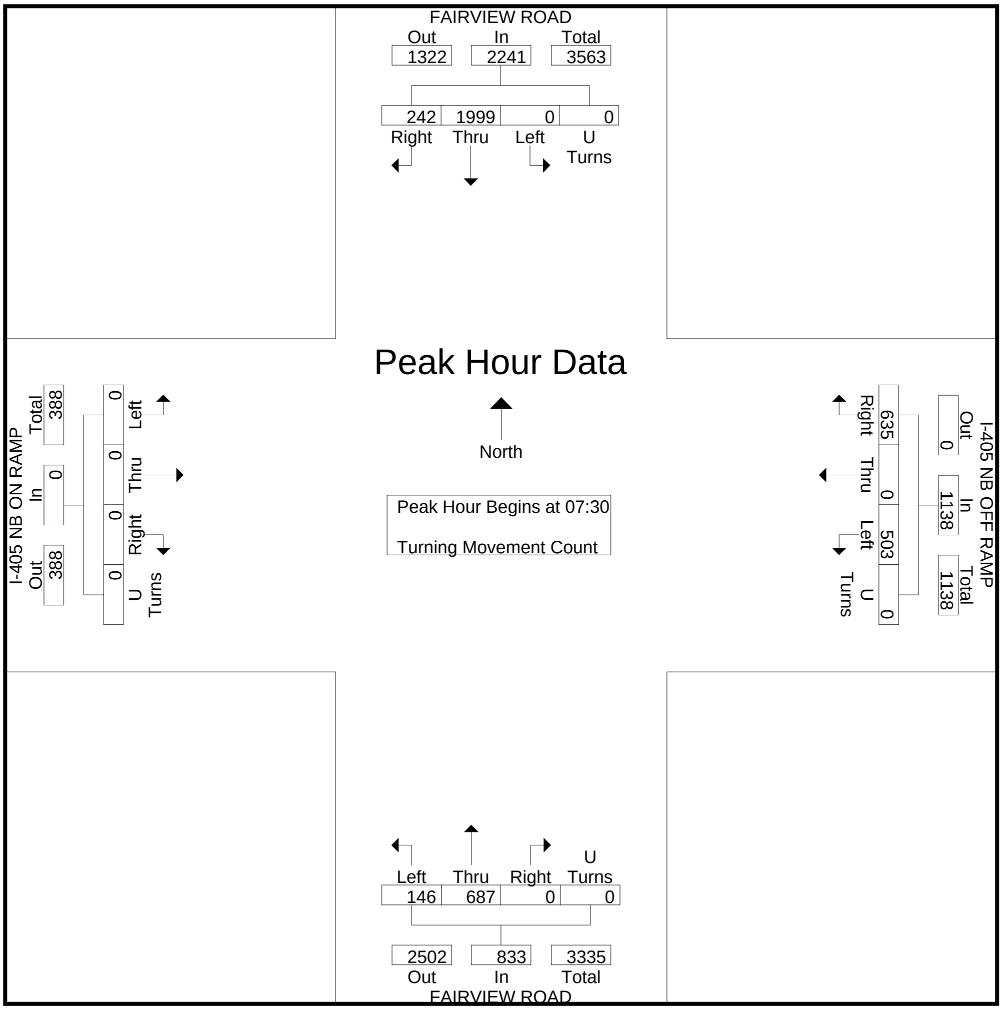
	FAIRVIEW ROAD Southbound				I-405 NB OFF RAMP Westbound				FAIRVIEW ROAD Northbound				I-405 NB ON RAMP Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	62	437	0	0	78	0	63	0	0	112	30	0	0	0	0	0	782
07:15	55	427	0	0	134	0	97	0	0	167	25	0	0	0	0	0	905
07:30	68	477	0	0	177	0	114	0	0	171	31	0	0	0	0	0	1038
07:45	62	537	0	0	186	0	118	0	0	227	31	0	0	0	0	0	1161
Total	247	1878	0	0	575	0	392	0	0	677	117	0	0	0	0	0	3886
08:00	71	492	0	0	133	0	129	0	0	147	49	0	0	0	0	0	1021
08:15	41	493	0	0	139	0	142	0	0	142	35	0	0	0	0	0	992
08:30	56	421	0	0	104	0	117	0	0	176	43	0	0	0	0	0	917
08:45	44	414	0	0	118	0	124	0	0	129	33	0	0	0	0	0	862
Total	212	1820	0	0	494	0	512	0	0	594	160	0	0	0	0	0	3792
16:00	32	369	0	0	203	1	179	0	0	267	33	0	0	0	0	0	1084
16:15	30	377	0	0	215	0	176	0	0	266	26	1	0	0	0	0	1091
16:30	36	402	0	0	209	1	177	0	0	268	39	0	0	0	0	0	1132
16:45	40	399	0	0	241	0	157	0	0	251	46	0	0	0	0	0	1134
Total	138	1547	0	0	868	2	689	0	0	1052	144	1	0	0	0	0	4441
17:00	62	374	0	0	222	1	190	0	0	272	47	0	0	0	0	0	1168
17:15	80	381	0	0	233	0	191	0	0	326	58	0	0	0	0	0	1269
17:30	79	365	0	0	222	1	186	0	0	234	40	0	0	0	0	0	1127
17:45	59	291	0	0	189	0	178	0	0	240	38	0	0	0	0	0	995
Total	280	1411	0	0	866	2	745	0	0	1072	183	0	0	0	0	0	4559
Grand Total	877	6656	0	0	2803	4	2338	0	0	3395	604	1	0	0	0	0	16678
Apprch %	11.6	88.4	0	0	54.5	0.1	45.4	0	0	84.9	15.1	0	0	0	0	0	
Total %	5.3	39.9	0	0	16.8	0	14	0	0	20.4	3.6	0	0	0	0	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: COSTA MESA
N-S Direction: FAIRVIEW ROAD
E-W Direction: I-405 NB RAMPS

File Name : H2209052
Site Code : 00000000
Start Date : 9/15/2022
Page No : 2

	FAIRVIEW ROAD Southbound					I-405 NB OFF RAMP Westbound					FAIRVIEW ROAD Northbound					I-405 NB ON RAMP Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	68	477	0	0	545	177	0	114	0	291	0	171	31	0	202	0	0	0	0	0	1038
07:45	62	**537**	0	0	**599**	**186**				**304**	0	**227**	31	0	**258**	0	0	0	0	0	**1161**
08:00	**71**												**49**								
08:15	**41**	**493**	**0**	**0**	**534**	**139**	**0**	**142**	**0**	**281**	**0**	**142**	**35**	**0**	**177**	**0**	**0**	**0**	**0**	**0**	**992**
Total Volume	242	1999	0	0	2241	635	0	503	0	1138	0	687	146	0	833	0	0	0	0	0	4212
% App. Total	10.8	89.2	0	0		55.8	0	44.2	0		0	82.5	17.5	0		0	0	0	0		
PHF	.852	.931	.000	.000	.935	.853	.000	.886	.000	.936	.000	.757	.745	.000	.807	.000	.000	.000	.000	.000	.907

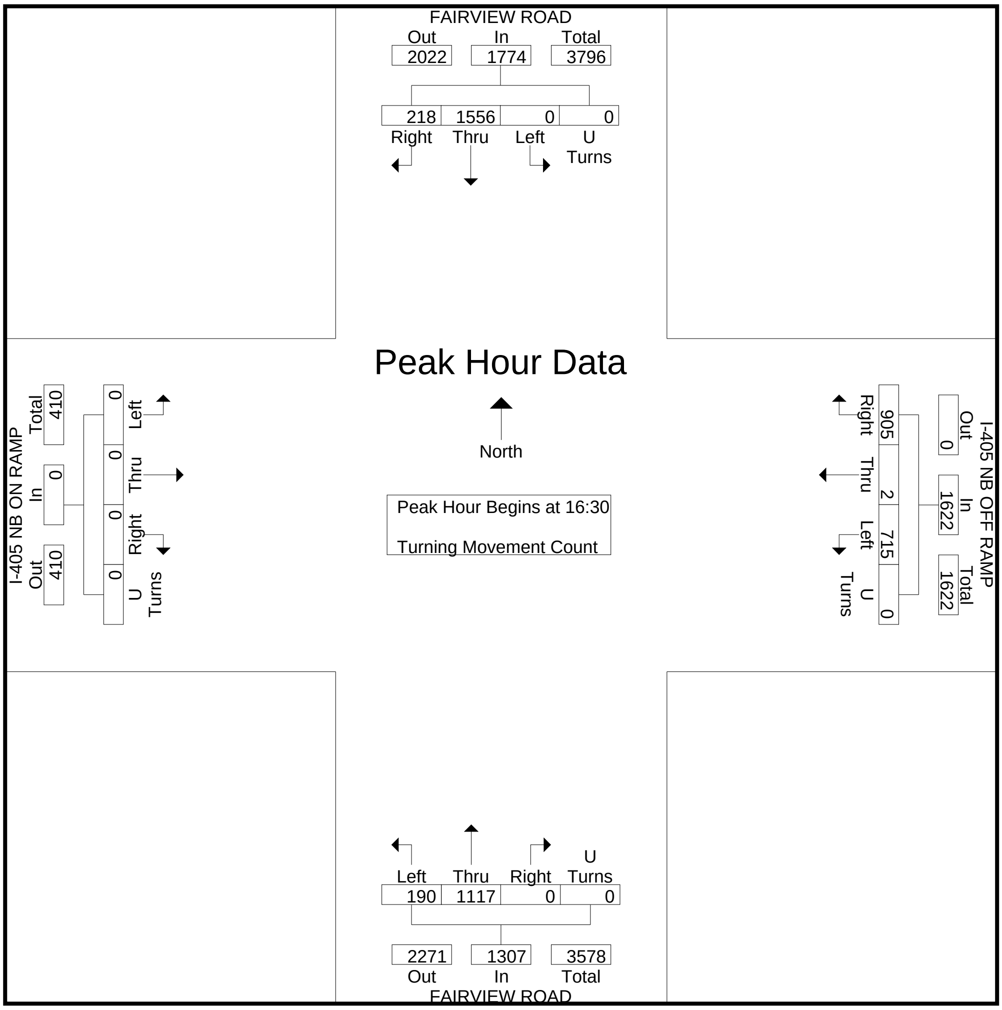


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: COSTA MESA
N-S Direction: FAIRVIEW ROAD
E-W Direction: I-405 NB RAMPS

File Name : H2209052
Site Code : 00000000
Start Date : 9/15/2022
Page No : 3

	FAIRVIEW ROAD Southbound					I-405 NB OFF RAMP Westbound					FAIRVIEW ROAD Northbound					I-405 NB ON RAMP Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	36	**402**	0	0	438	209	**1**	177	0	387	0	268	39	0	307	0	0	0	0	0	1132
16:45	40	399	0	0	439	**241**															
17:00	**62**	**374**	**0**	**0**	**436**	**222**	**1**	**190**	**0**	**413**	**0**	**272**	**47**	**0**	**319**	**0**	**0**	**0**	**0**	**0**	**1168**
17:15	**80**	**381**	**0**	**0**	**461**	233	0	**191**	**0**	**424**	0	**326**	**58**	**0**	**384**	0	0	0	0	0	**1269**
Total Volume	218	1556	0	0	1774	905	2	715	0	1622	0	1117	190	0	1307	0	0	0	0	0	4703
% App. Total	12.3	87.7	0	0		55.8	0.1	44.1	0		0	85.5	14.5	0		0	0	0	0		
PHF	.681	.968	.000	.000	.962	.939	.500	.936	.000	.956	.000	.857	.819	.000	.851	.000	.000	.000	.000	.000	.927



City: COSTA MESA
N-S Direction: FAIRVEW ROAD
E-W Direction: I-405 SB RAMPS

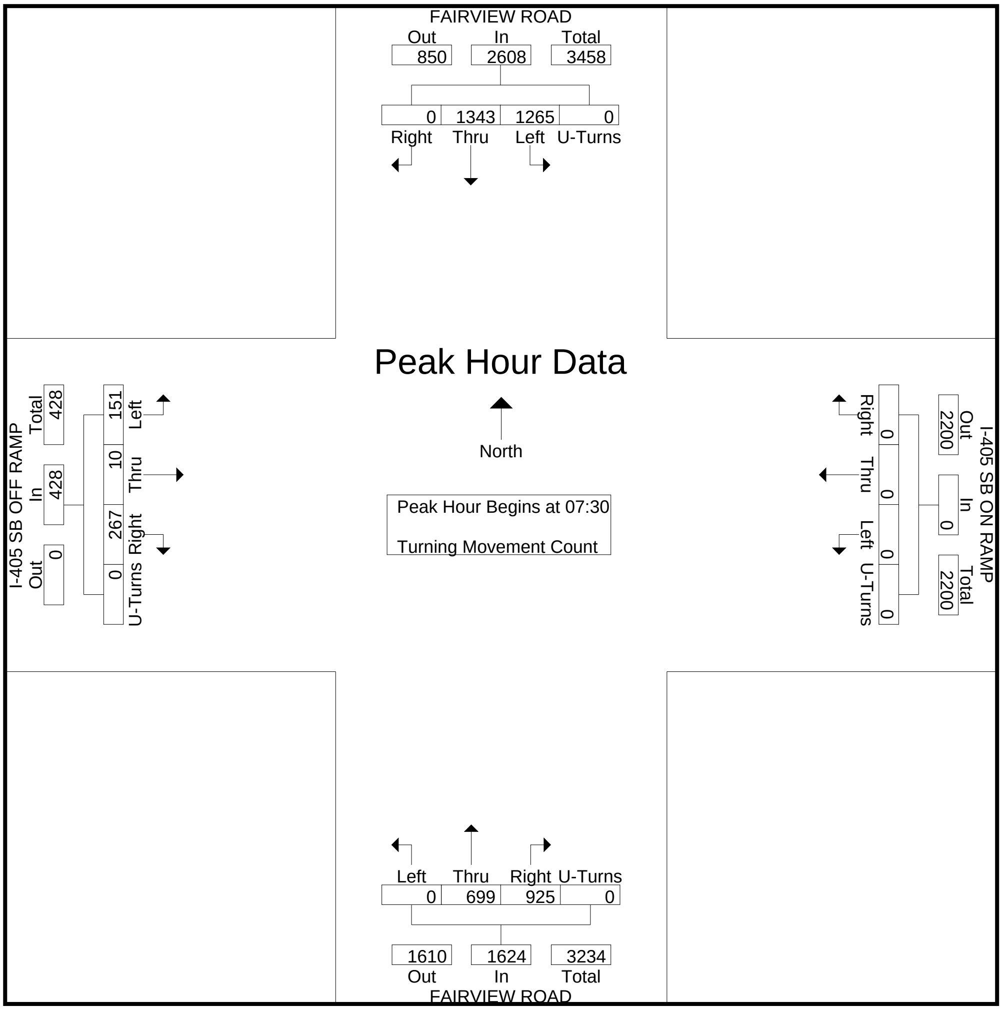
File Name : H2209053
Site Code : 00000000
Start Date : 9/15/2022
Page No : 1

Groups Printed- Turning Movement Count

	FAIRVIEW ROAD				I-405 SB ON RAMP				FAIRVIEW ROAD				I-405 SB OFF RAMP				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
07:00	0	166	243	0	0	0	0	0	115	123	0	0	34	0	14	0	695
07:15	0	208	246	0	0	0	0	0	215	166	0	0	49	1	25	0	910
07:30	0	329	324	0	0	0	0	0	201	187	0	0	69	0	34	0	1144
07:45	0	385	373	0	0	0	0	0	245	204	0	0	78	6	38	0	1329
Total	0	1088	1186	0	0	0	0	0	776	680	0	0	230	7	111	0	4078
08:00	0	348	279	0	0	0	0	0	226	150	0	0	54	4	43	0	1104
08:15	0	281	289	0	0	0	0	0	253	158	0	0	66	0	36	0	1083
08:30	0	313	280	0	0	0	0	0	234	174	0	0	53	3	28	0	1085
08:45	0	298	253	0	0	0	0	0	218	133	0	0	80	1	35	0	1018
Total	0	1240	1101	0	0	0	0	0	931	615	0	0	253	8	142	0	4290
16:00	0	310	204	0	0	0	0	0	159	235	0	0	59	2	85	0	1054
16:15	0	376	218	0	0	0	0	0	128	221	0	0	61	0	76	0	1080
16:30	0	348	219	0	0	0	0	0	134	228	0	0	72	3	60	0	1064
16:45	0	371	191	0	0	0	0	0	119	241	0	0	73	3	52	0	1050
Total	0	1405	832	0	0	0	0	0	540	925	0	0	265	8	273	0	4248
17:00	0	318	238	0	0	0	0	0	170	243	0	0	76	2	65	0	1112
17:15	0	316	228	0	0	0	0	0	126	246	0	0	80	2	87	0	1085
17:30	0	345	180	0	0	0	0	0	128	238	0	0	73	3	93	0	1060
17:45	0	348	186	0	0	0	0	0	102	212	0	0	88	2	76	0	1014
Total	0	1327	832	0	0	0	0	0	526	939	0	0	317	9	321	0	4271
Grand Total	0	5060	3951	0	0	0	0	0	2773	3159	0	0	1065	32	847	0	16887
Apprch %	0	56.2	43.8	0	0	0	0	0	46.7	53.3	0	0	54.8	1.6	43.6	0	
Total %	0	30	23.4	0	0	0	0	0	16.4	18.7	0	0	6.3	0.2	5	0	

File Name : H2209053
Site Code : 00000000
Start Date : 9/15/2022
Page No : 2

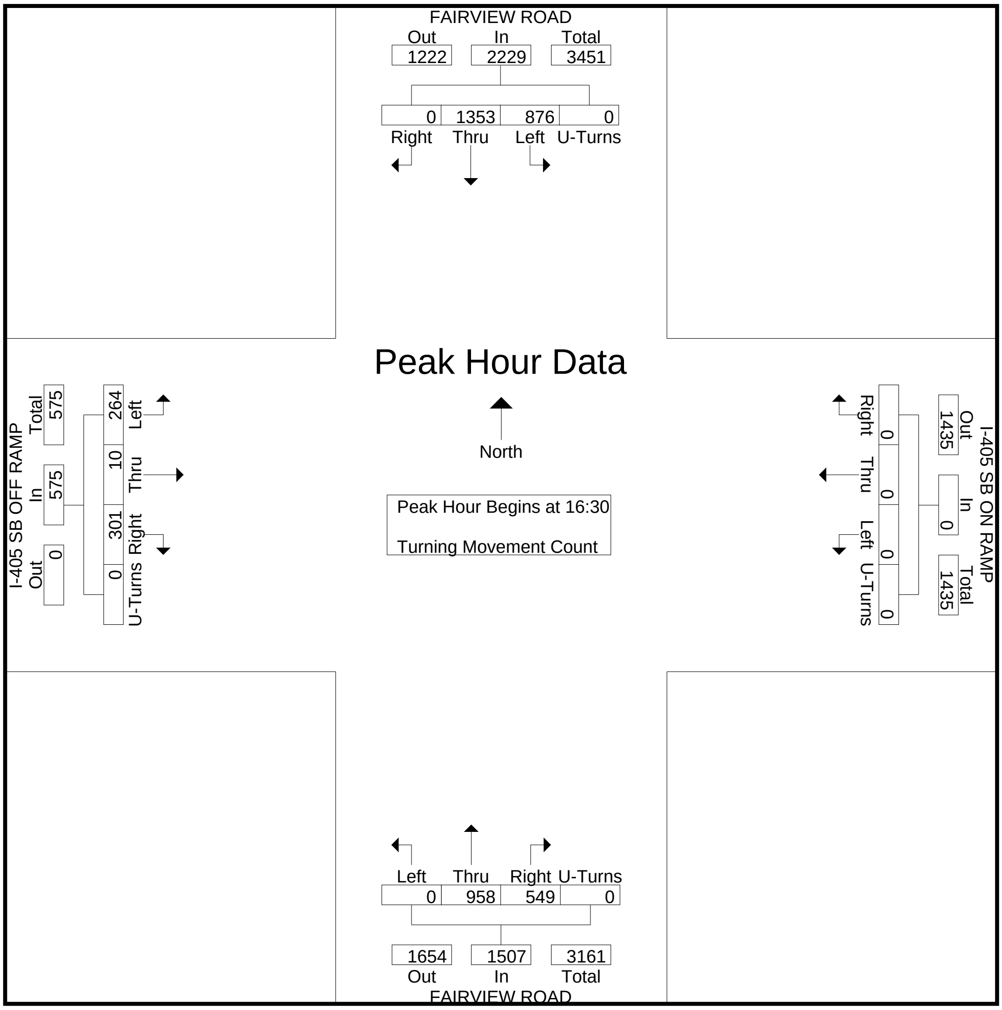
	FAIRVIEW ROAD Southbound					I-405 SB ON RAMP Westbound					FAIRVIEW ROAD Northbound					I-405 SB OFF RAMP Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	329	324	0	653	0	0	0	0	0	201	187	0	0	388	69	0	34	0	103	1144
07:45	0	**385**	**373**		**758**	0	0	0	0	0	245	**204**	0	0	**449**	**78**	**6**	38	0	**122**	**1329**
08:00	0	348	279	0	627	0	0	0	0	0	226	150	0	0	376	54	4	**43**			
08:15	**0**	**281**	**289**	**0**	**570**	**0**	**0**	**0**	**0**	**0**	**253**	**158**	**0**	**0**	**411**	**66**	**0**	**36**	**0**	**102**	**1083**
Total Volume	0	1343	1265	0	2608	0	0	0	0	0	925	699	0	0	1624	267	10	151	0	428	4660
% App. Total		51.5	48.5													62.4		35.3			
PHF	.000	.872	.848	.000	.860	.000	.000	.000	.000	.000	.914	.857	.000	.000	.904	.856	.417	.878	.000	.877	.877



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

File Name : H2209053
Site Code : 00000000
Start Date : 9/15/2022
Page No : 3

	FAIRVIEW ROAD Southbound					I-405 SB ON RAMP Westbound					FAIRVIEW ROAD Northbound					I-405 SB OFF RAMP Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	348	219	0	**567**	0	0	0	0	0	134	228	0	0	362	72	**3**	60	0	135	1064
16:45	0	**371**	191	0	562	0	0	0	0	0	119	241	0	0	360	73	3	52	0	128	1050
17:00	0	318	**238**								**170**				**413**	76	2	65	0	143	**1112**
17:15	0	316	228	0	544	0	0	0	0	0	126	**246**	0	0	372	**80**		**87**		**169**	1085
Total Volume	0	1353	876	0	2229	0	0	0	0	0	549	958	0	0	1507	301	10	264	0	575	4311
% App. Total	0	60.7	39.3	0		0	0	0	0		36.4	63.6	0	0		52.3	1.7	45.9	0		
PHF	.000	.912	.920	.000	.983	.000	.000	.000	.000	.000	.807	.974	.000	.000	.912	.941	.833	.759	.000	.851	.969



City: COSTA MESA
N-S Direction: S. PLAZA DRIVE
E-W Direction: SUNFLOWER AVENUE

File Name : H2209054
Site Code : 00000000
Start Date : 9/15/2022
Page No : 1

Groups Printed- Turning Movement Count

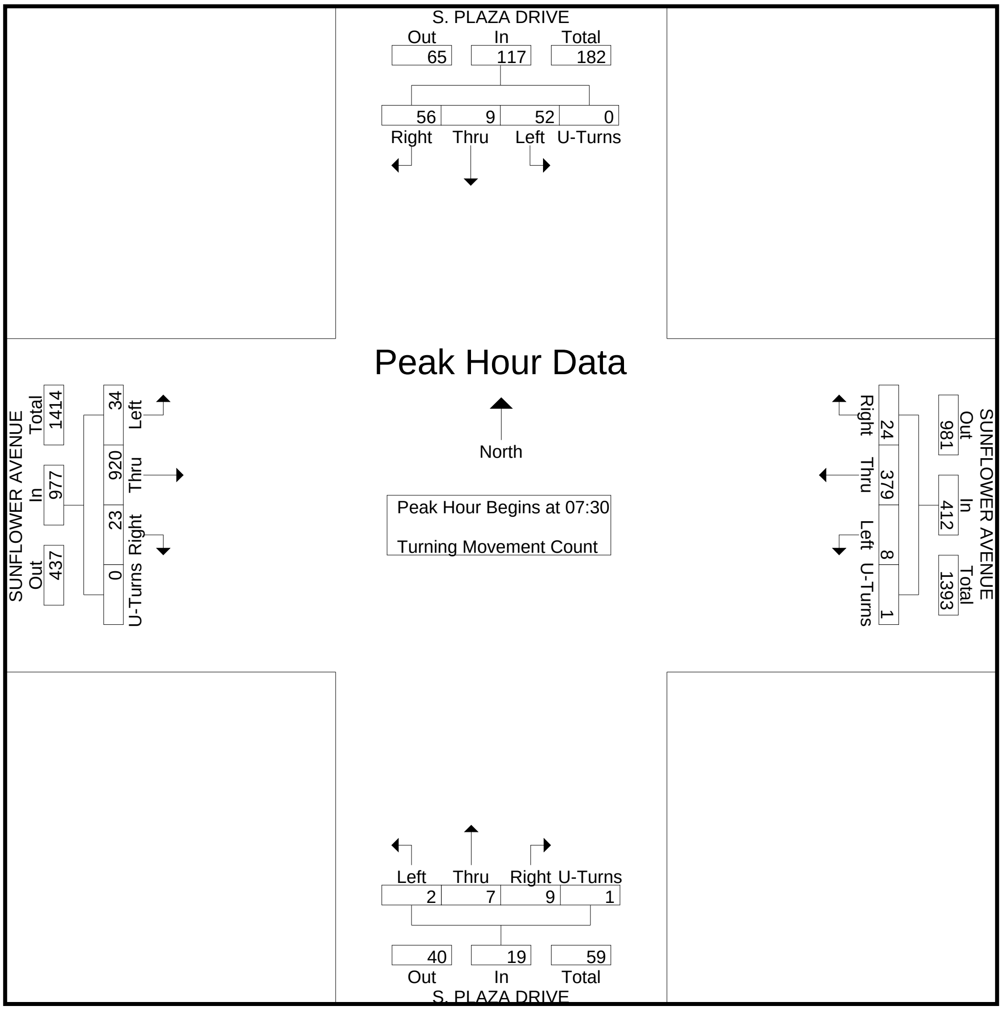
	S. PLAZA DRIVE Southbound				SUNFLOWER AVENUE Westbound				S. PLAZA DRIVE Northbound				SUNFLOWER AVENUE Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
07:00	7	0	10	0	3	37	1	0	0	0	0	0	1	110	7	0	176
07:15	8	1	13	0	4	72	3	1	4	0	0	0	3	171	8	0	288
07:30	14	1	20	0	6	89	0	0	2	0	0	0	4	222	10	0	368
07:45	14	2	9	0	9	97	2	0	1	2	1	0	9	244	3	0	393
Total	43	4	52	0	22	295	6	1	7	2	1	0	17	747	28	0	1225
08:00	14	5	6	0	1	106	3	0	2	2	1	1	7	255	10	0	413
08:15	14	1	17	0	8	87	3	1	4	3	0	0	3	199	11	0	351
08:30	15	4	19	0	11	72	1	0	1	1	1	0	5	158	9	0	297
08:45	10	2	11	0	6	64	6	1	4	0	1	0	11	160	14	0	290
Total	53	12	53	0	26	329	13	2	11	6	3	1	26	772	44	0	1351
16:00	18	3	5	0	11	193	12	2	26	19	11	0	17	202	23	0	542
16:15	24	9	6	0	18	208	18	4	22	9	11	0	20	213	26	0	588
16:30	19	6	10	0	13	231	14	1	20	14	12	0	10	193	28	0	571
16:45	27	11	4	0	17	250	16	2	24	8	9	0	11	175	14	0	568
Total	88	29	25	0	59	882	60	9	92	50	43	0	58	783	91	0	2269
17:00	27	4	6	0	19	266	23	4	30	18	10	0	9	225	27	0	668
17:15	23	3	11	0	27	243	13	2	28	16	10	0	10	214	43	2	645
17:30	29	6	7	0	27	323	18	7	31	12	12	0	10	208	32	1	723
17:45	27	7	8	0	23	221	13	3	32	8	11	0	13	204	33	0	603
Total	106	20	32	0	96	1053	67	16	121	54	43	0	42	851	135	3	2639
Grand Total	290	65	162	0	203	2559	146	28	231	112	90	1	143	3153	298	3	7484
Apprch %	56.1	12.6	31.3	0	6.9	87.2	5	1	53.2	25.8	20.7	0.2	4	87.7	8.3	0.1	
Total %	3.9	0.9	2.2	0	2.7	34.2	2	0.4	3.1	1.5	1.2	0	1.9	42.1	4	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: COSTA MESA
N-S Direction: S. PLAZA DRIVE
E-W Direction: SUNFLOWER AVENUE

File Name : H2209054
Site Code : 00000000
Start Date : 9/15/2022
Page No : 2

	S. PLAZA DRIVE Southbound					SUNFLOWER AVENUE Westbound					S. PLAZA DRIVE Northbound					SUNFLOWER AVENUE Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**14**		**20**		**35**	6	89	0	0	95	2	0	0	0	2	4	222	10	0	236	368
07:45	14	2	9	0	25	**9**							**1**			**9**					
08:00	**14**	**5**	6	0	25	1	**106**	**3**	**0**	**110**	2	2	1	**1**	**6**	**7**	**255**	10	0	**272**	**413**
08:15	14	1	17	0	32	8	87	3	**1**		**4**	**3**	0	0	**7**	3	199	**11**			
Total Volume	56	9	52	0	117	24	379	8	1	412	9	7	2	1	19	23	920	34	0	977	1525
% App. Total	47.9	7.7	44.4	0		5.8	92	1.9	0.2		47.4	36.8	10.5	5.3		2.4	94.2	3.5	0		
PHF	1.00	.450	.650	.000	.836	.667	.894	.667	.250	.936	.563	.583	.500	.250	.679	.639	.902	.773	.000	.898	.923

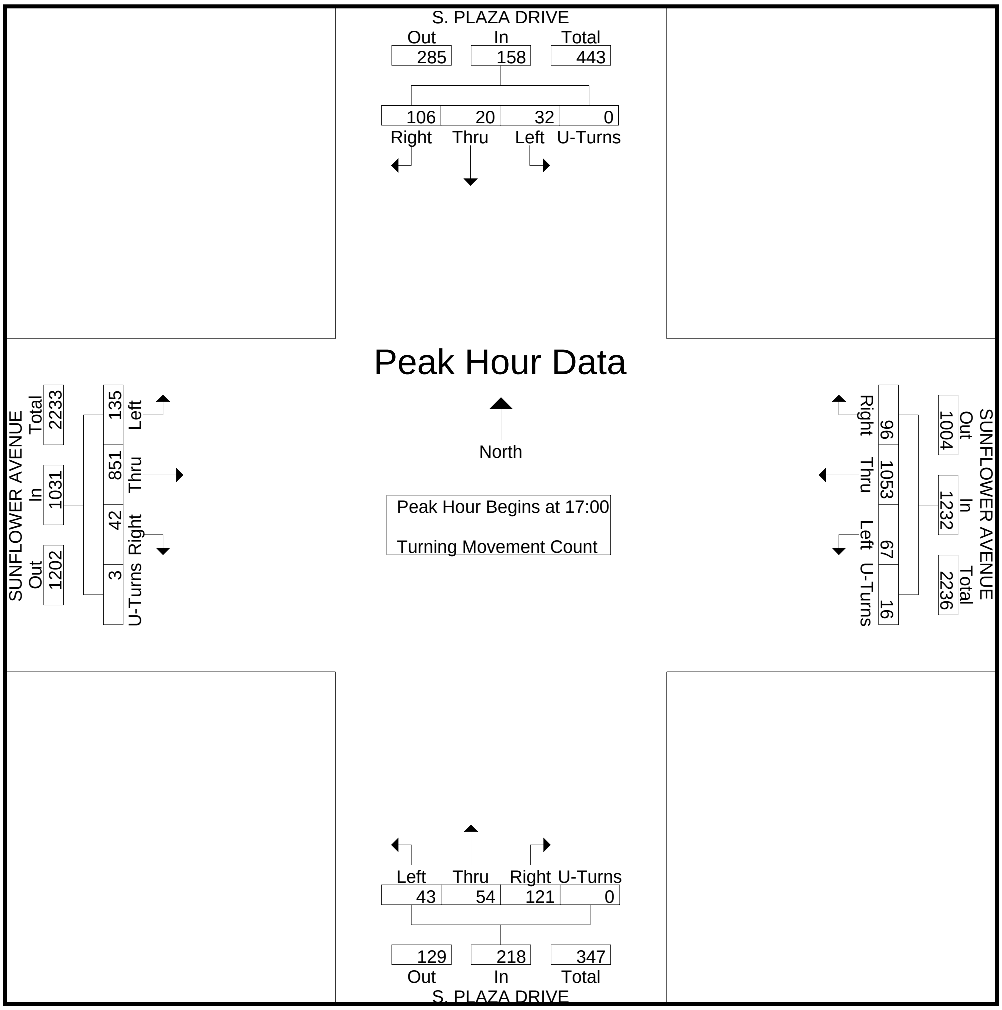


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: COSTA MESA
N-S Direction: S. PLAZA DRIVE
E-W Direction: SUNFLOWER AVENUE

File Name : H2209054
Site Code : 00000000
Start Date : 9/15/2022
Page No : 3

	S. PLAZA DRIVE Southbound					SUNFLOWER AVENUE Westbound					S. PLAZA DRIVE Northbound					SUNFLOWER AVENUE Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	27	4	6	0	37	19	266	**23**				**18**	10	0	**58**	9	**225**	27	0	261	668
17:15	23	3	**11**			**27**												**43**	**2**	**269**	645
17:30	**29**				**42**	27	**323**	18	**7**	**375**	31	12	**12**								**723**
17:45	27	**7**	8	0	42	23	221	13	3	260	**32**					**13**					
Total Volume	106	20	32	0	158	96	1053	67	16	1232	121	54	43	0	218	42	851	135	3	1031	2639
% App. Total	67.1	12.7	20.3	0		7.8	85.5	5.4	1.3		55.5	24.8	19.7	0		4.1	82.5	13.1	0.3		
PHF	.914	.714	.727	.000	.940	.889	.815	.728	.571	.821	.945	.750	.896	.000	.940	.808	.946	.785	.375	.958	.913



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: COSTA MESA
N-S Direction: BRISTOL STREET
E-W Direction: NEWPORT BOULEVARD

File Name : H2210055
Site Code : 00005701
Start Date : 10/25/2022
Page No : 1

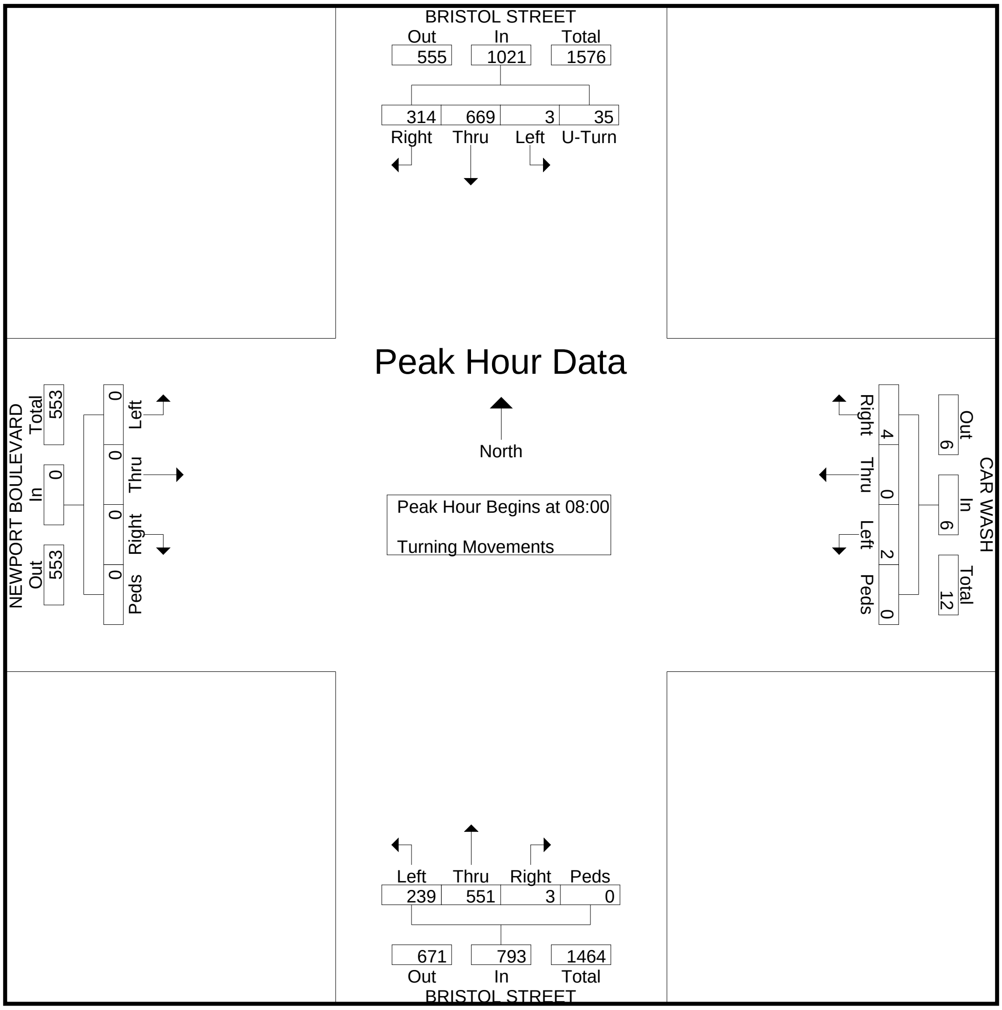
Groups Printed- Turning Movements

	BRISTOL STREET Southbound				**CAR WASH Westbound**				**BRISTOL STREET Northbound**				**NEWPORT BOULEVARD Eastbound**				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00	56	145	1	8	0	1	0	0	0	62	28	0	0	0	0	0	301
07:15	58	136	1	3	1	0	1	0	0	112	34	0	0	0	0	0	346
07:30	85	165	2	8	0	1	1	0	0	73	42	0	0	0	0	0	377
07:45	94	183	2	5	1	0	0	0	0	106	52	0	0	0	0	0	443
Total	293	629	6	24	2	2	2	0	0	353	156	0	0	0	0	0	1467
08:00	105	169	1	8	2	0	1	0	1	143	72	0	0	0	0	0	502
08:15	86	183	0	11	1	0	0	0	1	126	65	0	0	0	0	0	473
08:30	57	151	1	7	0	0	1	0	0	142	40	0	0	0	0	0	399
08:45	66	166	1	9	1	0	0	0	1	140	62	0	0	0	0	0	446
Total	314	669	3	35	4	0	2	0	3	551	239	0	0	0	0	0	1820
16:00	103	118	1	14	2	0	0	0	3	225	91	0	0	0	0	0	557
16:15	94	107	2	9	4	0	1	0	1	200	99	0	0	0	0	0	517
16:30	85	106	2	10	1	0	0	0	4	228	126	0	0	0	0	0	562
16:45	108	124	0	10	3	0	1	0	2	236	101	0	0	0	0	0	585
Total	390	455	5	43	10	0	2	0	10	889	417	0	0	0	0	0	2221
17:00	111	113	1	18	5	0	0	0	2	271	134	0	0	0	0	0	655
17:15	127	133	0	8	2	1	0	0	1	287	152	0	0	0	0	0	711
17:30	108	118	3	5	2	0	1	0	4	263	152	0	0	0	0	0	656
17:45	124	119	0	9	1	2	2	0	0	208	123	0	0	0	0	0	588
Total	470	483	4	40	10	3	3	0	7	1029	561	0	0	0	0	0	2610
Grand Total	1467	2236	18	142	26	5	9	0	20	2822	1373	0	0	0	0	0	8118
Apprch %	38	57.9	0.5	3.7	65	12.5	22.5	0	0.5	67	32.6	0	0	0	0	0	
Total %	18.1	27.5	0.2	1.7	0.3	0.1	0.1	0	0.2	34.8	16.9	0	0	0	0	0	

City: COSTA MESA
N-S Direction: BRISTOL STREET
E-W Direction: NEWPORT BOULEVARD

File Name : H2210055
Site Code : 00005701
Start Date : 10/25/2022
Page No : 2

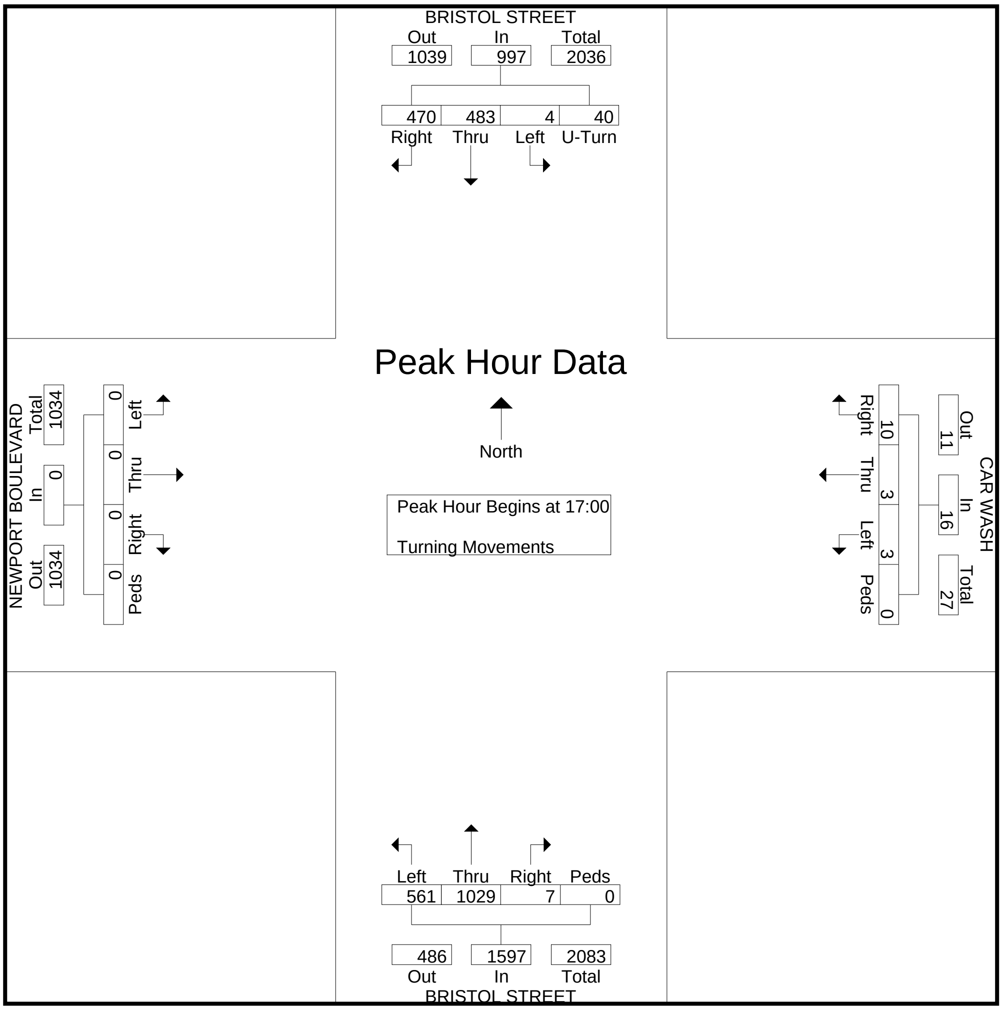
	BRISTOL STREET Southbound					CAR WASH Westbound					BRISTOL STREET Northbound					NEWPORT BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	105	169	1	8	283	2	0	1	0	3	1	143	72	0	216	0	0	0	0	0	502
08:15	86	183	0	11	280	1	0	0	0	1	1	126	65	0	192	0	0	0	0	0	473
08:30	57	151	1	7	216	0	0	1	0	1	0	142	40	0	182	0	0	0	0	0	399
08:45	66	166	1	9	242	1	0	0	0	1	1	140	62	0	203	0	0	0	0	0	446
Total Volume																					
% App. Total	30.8	65.5	0.3	3.4		66.7	0	33.3	0		0.4	69.5	30.1	0		0	0	0	0		
PHF	.748	.914	.750	.795	.902	.500	.000	.500	.000	.500	.750	.963	.830	.000	.918	.000	.000	.000	.000	.000	.906



City: COSTA MESA
N-S Direction: BRISTOL STREET
E-W Direction: NEWPORT BOULEVARD

File Name : H2210055
Site Code : 00005701
Start Date : 10/25/2022
Page No : 3

	BRISTOL STREET Southbound					CAR WASH Westbound					BRISTOL STREET Northbound					NEWPORT BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	111	113	1	18	243	5	0	0	0	5	2	271	134	0	407	0	0	0	0	0	655
17:15	127	133	0	8	268	2	1	0	0	3	1	287	152	0	440	0	0	0	0	0	711
17:30	108	118	3	5	234	2	0	1	0	3	4	263	152	0	419	0	0	0	0	0	656
17:45	124	119	0	9	252	1	2	2	0	5	0	208	123	0	331	0	0	0	0	0	588
Total Volume												1029									
% App. Total	47.1	48.4	0.4	4		62.5	18.8	18.8	0		0.4	64.4	35.1	0		0	0	0	0		
PHF	.925	.908	.333	.556	.930	.500	.375	.375	.000	.800	.438	.896	.923	.000	.907	.000	.000	.000	.000	.000	.918



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: COSTA MESA
N-S Direction: SPRUCE STREET
E-W Direction: SEGERSTROM AVENUE

File Name : H2211001
Site Code : 00005054
Start Date : 11/15/2022
Page No : 1

Groups Printed- Turning Movements

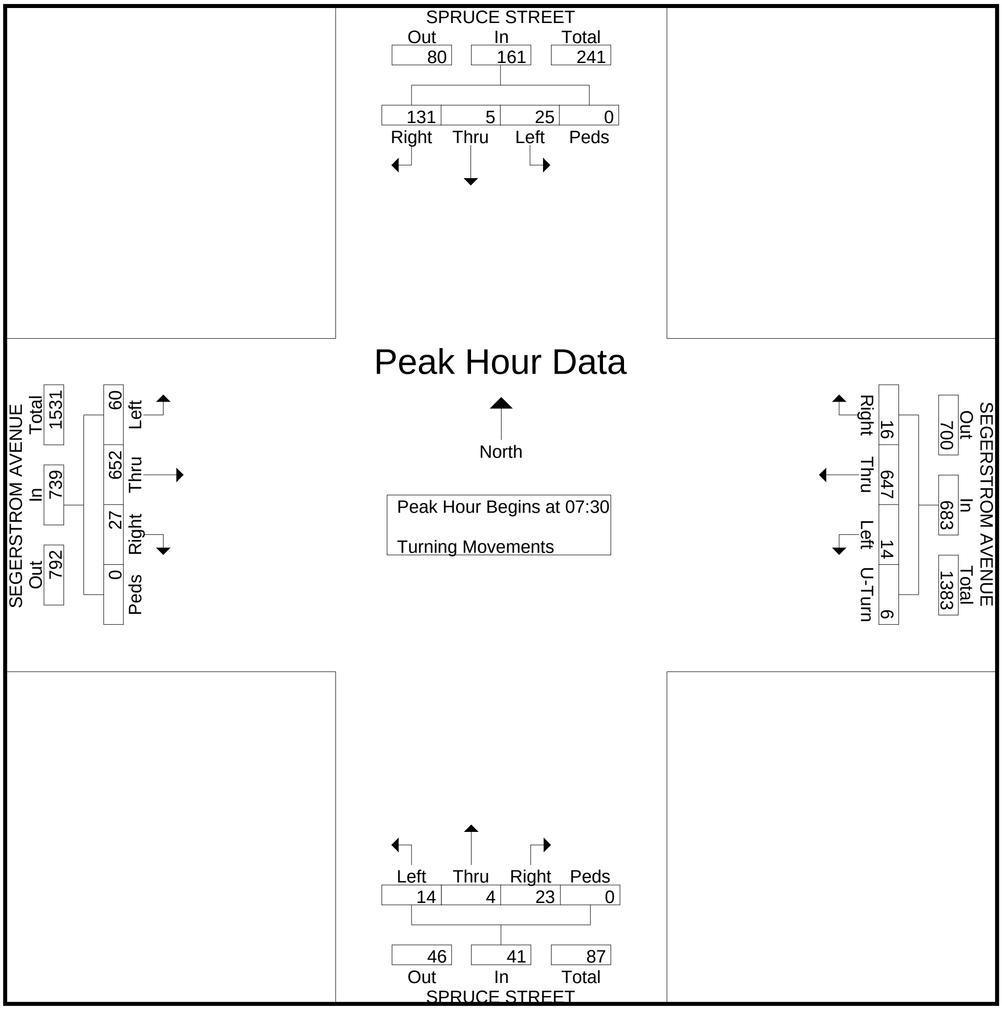
	SPRUCE STREET Southbound				**SEGERSTROM AVENUE Westbound**				**SPRUCE STREET Northbound**				**SEGERSTROM AVENUE Eastbound**				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	U-Turn	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00	9	1	7	0	6	78	3	2	1	0	2	0	1	124	4	0	238
07:15	15	1	9	0	11	89	0	1	3	1	5	0	3	155	10	0	303
07:30	29	2	7	0	8	177	3	0	5	1	3	0	6	163	10	0	414
07:45	42	1	7	0	4	196	1	1	4	1	5	0	9	177	21	0	469
Total	95	5	30	0	29	540	7	4	13	3	15	0	19	619	45	0	1424
08:00	44	0	5	0	4	159	5	0	8	1	5	0	8	162	12	0	413
08:15	16	2	6	0	0	115	5	5	6	1	1	0	4	150	17	0	328
08:30	10	1	4	0	3	78	2	0	7	0	0	0	3	134	9	0	251
08:45	6	1	4	0	2	76	4	2	1	0	3	0	1	122	5	0	227
Total	76	4	19	0	9	428	16	7	22	2	9	0	16	568	43	0	1219
16:00	14	0	0	0	7	178	8	1	5	1	3	0	7	134	20	0	378
16:15	7	1	2	0	8	175	13	0	4	0	0	0	7	111	16	2	346
16:30	16	0	0	0	5	209	7	2	2	0	3	0	10	143	21	0	418
16:45	11	1	4	0	9	222	10	2	7	0	4	0	11	125	14	0	420
Total	48	2	6	0	29	784	38	5	18	1	10	0	35	513	71	2	1562
17:00	15	0	3	0	8	220	6	0	4	2	10	0	14	146	19	1	448
17:15	9	1	3	0	10	209	11	1	6	0	5	0	8	123	23	0	409
17:30	13	0	4	0	12	188	5	3	4	0	1	0	4	134	14	1	383
17:45	9	0	1	0	11	218	6	2	4	1	3	0	6	118	19	0	398
Total	46	1	11	0	41	835	28	6	18	3	19	0	32	521	75	2	1638
Grand Total	265	12	66	0	108	2587	89	22	71	9	53	0	102	2221	234	4	5843
Apprch %	77.3	3.5	19.2	0	3.8	92.2	3.2	0.8	53.4	6.8	39.8	0	4	86.7	9.1	0.2	
Total %	4.5	0.2	1.1	0	1.8	44.3	1.5	0.4	1.2	0.2	0.9	0	1.7	38	4	0.1	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: COSTA MESA
N-S Direction: SPRUCE STREET
E-W Direction: SEGERSTROM AVENUE

File Name : H2211001
Site Code : 00005054
Start Date : 11/15/2022
Page No : 2

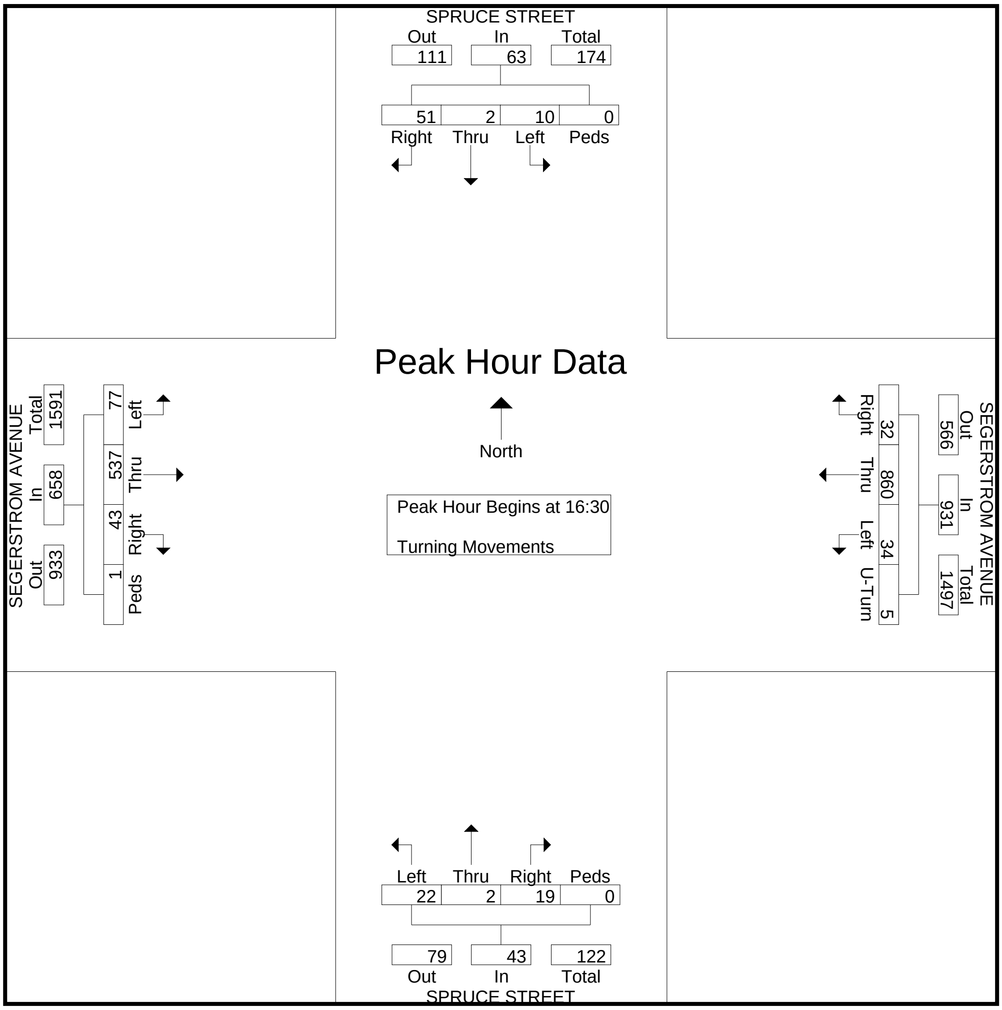
	SPRUCE STREET Southbound					SEGERSTROM AVENUE Westbound					SPRUCE STREET Northbound					SEGERSTROM AVENUE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	29	**2**	**7**	**0**	**38**	**8**	**177**	**3**	**0**	**188**	**5**	**1**	3	0	9	6	163	10	0	179	414
07:45	42	1	7	0	**50**	4	**196**	1	1	**202**	4	1	**5**	**0**	**10**	**9**	**177**	**21**	**0**	**207**	**469**
08:00	**44**	**0**	**5**	**0**	**49**	**4**	**159**	**5**	**0**	**168**	**8**	**1**	**5**	**0**	**14**	8	162	12	0	182	413
08:15	16	2	6	0	24	0	115	5	**5**	**125**	**6**	**1**	**1**	**0**	**8**	**4**	**150**	**17**	**0**	**171**	**328**
Total Volume																					
% App. Total	81.4	3.1	15.5	0		2.3	94.7	2	0.9		56.1	9.8	34.1	0		3.7	88.2	8.1	0		
PHF	.744	.625	.893	.000	.805	.500	.825	.700	.300	.845	.719	1.00	.700	.000	.732	.750	.921	.714	.000	.893	.866



City: COSTA MESA
N-S Direction: SPRUCE STREET
E-W Direction: SEGERSTROM AVENUE

File Name : H2211001
Site Code : 00005054
Start Date : 11/15/2022
Page No : 3

	SPRUCE STREET Southbound					**SEGERSTROM AVENUE Westbound**					**SPRUCE STREET Northbound**					**SEGERSTROM AVENUE Eastbound**					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	**16**	**0**	**0**	**0**	**16**	**5**	**209**	**7**	**2**	**223**	**2**	**0**	**3**	**0**	**5**	**10**	**143**	**21**	**0**	**174**	**418**
16:45	**11**	**1**	**4**	**0**	**16**	**9**	**222**			**243**	**7**	**0**	**4**	**0**	**11**	**11**	**125**	**14**	**0**	**150**	**420**
17:00	**15**	**0**	**3**	**0**	**18**							**2**	**10**	**0**	**16**	**14**	**146**		**1**	**180**	**448**
17:15	9	1	3	0	13	**10**	**209**	**11**	**1**	**231**	**6**	**0**	**5**	**0**	**11**	**8**	**123**	**23**	**0**	**154**	**409**
Total Volume																					
% App. Total	81	3.2	15.9	0		3.4	92.4	3.7	0.5		44.2	4.7	51.2	0		6.5	81.6	11.7	0.2		
PHF	.797	.500	.625	.000	.875	.800	.968	.773	.625	.958	.679	.250	.550	.000	.672	.768	.920	.837	.250	.914	.946



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: COSTA MESA
N-S Direction: BRISTOL STREET
E-W Direction: NEWPORT BOULEVARD

File Name : H2211002
Site Code : 00005054
Start Date : 11/15/2022
Page No : 1

Groups Printed- Turning Movements

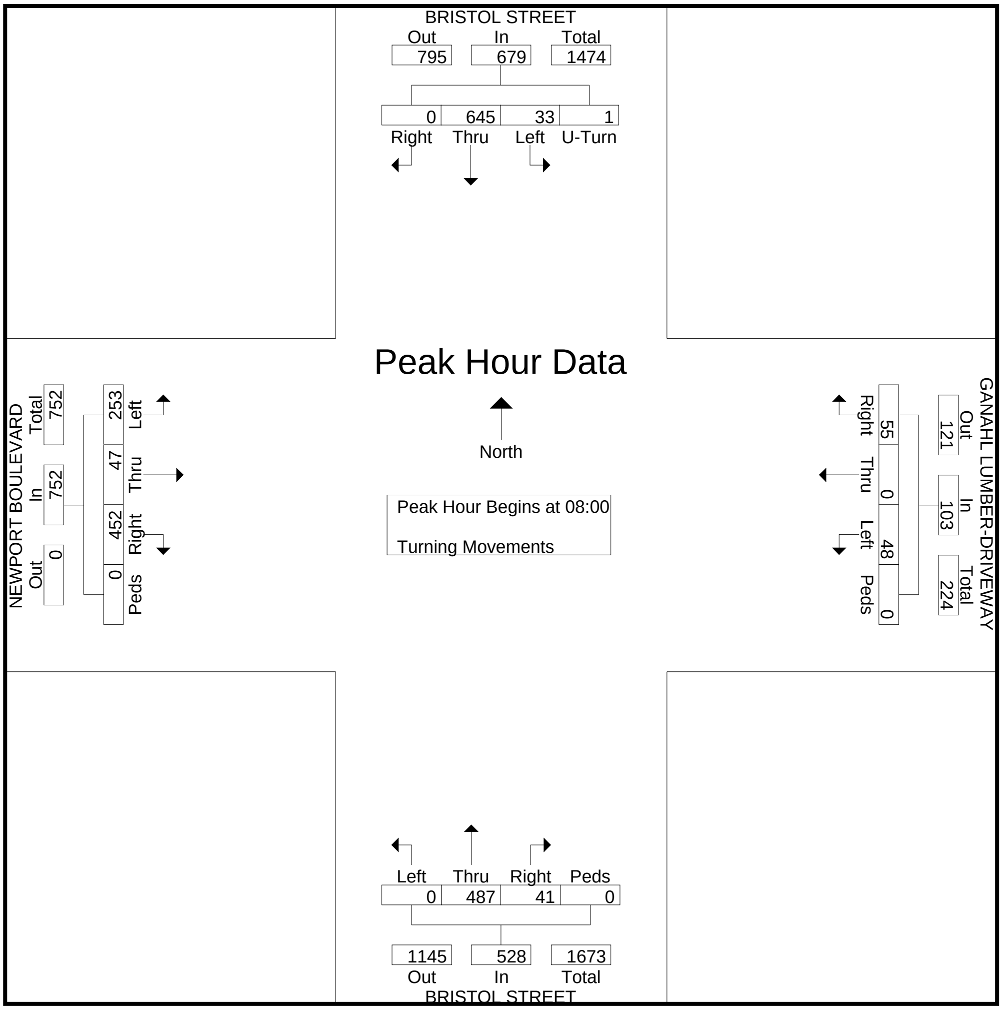
	BRISTOL STREET Southbound				**GANAHL LUMBER-DRIVEWAY Westbound**				**BRISTOL STREET Northbound**				**NEWPORT BOULEVARD Eastbound**				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00	0	102	11	3	15	0	12	0	11	60	0	0	44	4	23	0	285
07:15	0	139	10	0	14	0	19	0	13	78	0	0	48	16	26	0	363
07:30	0	153	10	1	17	0	19	0	4	63	0	0	81	12	33	0	393
07:45	0	158	8	0	11	0	12	0	8	121	0	0	106	13	54	0	491
Total	0	552	39	4	57	0	62	0	36	322	0	0	279	45	136	0	1532
08:00	0	173	9	0	14	0	12	0	8	134	0	0	116	11	47	0	524
08:15	0	150	4	0	11	0	14	0	11	125	0	0	110	17	69	0	511
08:30	0	171	5	0	14	0	13	0	9	123	0	0	117	12	62	0	526
08:45	0	151	15	1	16	0	9	0	13	105	0	0	109	7	75	0	501
Total	0	645	33	1	55	0	48	0	41	487	0	0	452	47	253	0	2062
16:00	0	136	2	0	10	0	5	0	9	270	0	0	64	2	81	0	579
16:15	0	96	2	1	11	0	8	0	5	245	0	0	73	2	66	0	509
16:30	0	127	3	1	11	0	7	0	3	329	0	0	61	2	59	0	603
16:45	0	114	2	1	7	0	4	0	4	329	0	0	56	3	106	0	626
Total	0	473	9	3	39	0	24	0	21	1173	0	0	254	9	312	0	2317
17:00	0	116	1	0	6	0	8	0	4	393	0	0	50	3	79	0	660
17:15	0	108	1	2	9	0	1	0	2	448	0	0	70	2	92	0	735
17:30	0	111	2	3	4	0	2	0	2	428	0	0	45	2	97	0	696
17:45	0	111	1	1	5	0	2	0	1	333	0	0	56	2	87	0	599
Total	0	446	5	6	24	0	13	0	9	1602	0	0	221	9	355	0	2690
Grand Total	0	2116	86	14	175	0	147	0	107	3584	0	0	1206	110	1056	0	8601
Apprch %	0	95.5	3.9	0.6	54.3	0	45.7	0	2.9	97.1	0	0	50.8	4.6	44.5	0	
Total %	0	24.6	1	0.2	2	0	1.7	0	1.2	41.7	0	0	14	1.3	12.3	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: COSTA MESA
N-S Direction: BRISTOL STREET
E-W Direction: NEWPORT BOULEVARD

File Name : H2211002
Site Code : 00005054
Start Date : 11/15/2022
Page No : 2

	BRISTOL STREET **Southbound**					**GANAHL LUMBER-DRIVEWAY** **Westbound**					**BRISTOL STREET** **Northbound**					**NEWPORT BOULEVARD** **Eastbound**					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	**173**	9	0	**182**	14	0	12	0	26	8	**134**	0	0	**142**	116	11	47	0	174	524
08:15	0	150	4	0	154	11	0	**14**	**0**	**25**	**11**	**125**	**0**	**0**	**136**	**110**	**17**	69	0	**196**	511
08:30	0	171	5	0	176	14	0	13	0	**27**	9	123	0	0	132	**117**	**12**	**62**	**0**	**191**	**526**
08:45	0	151	**15**	**1**	**167**	**16**	**0**	**9**	**0**	**25**	**13**	**105**	**0**	**0**	**118**	**109**	**7**	**75**	**0**	**191**	**501**
Total Volume																					
% App. Total	0	95	4.9	0.1		53.4	0	46.6	0		7.8	92.2	0	0		60.1	6.2	33.6	0		
PHF	.000	.932	.550	.250	.933	.859	.000	.857	.000	.954	.788	.909	.000	.000	.930	.966	.691	.843	.000	.959	.980

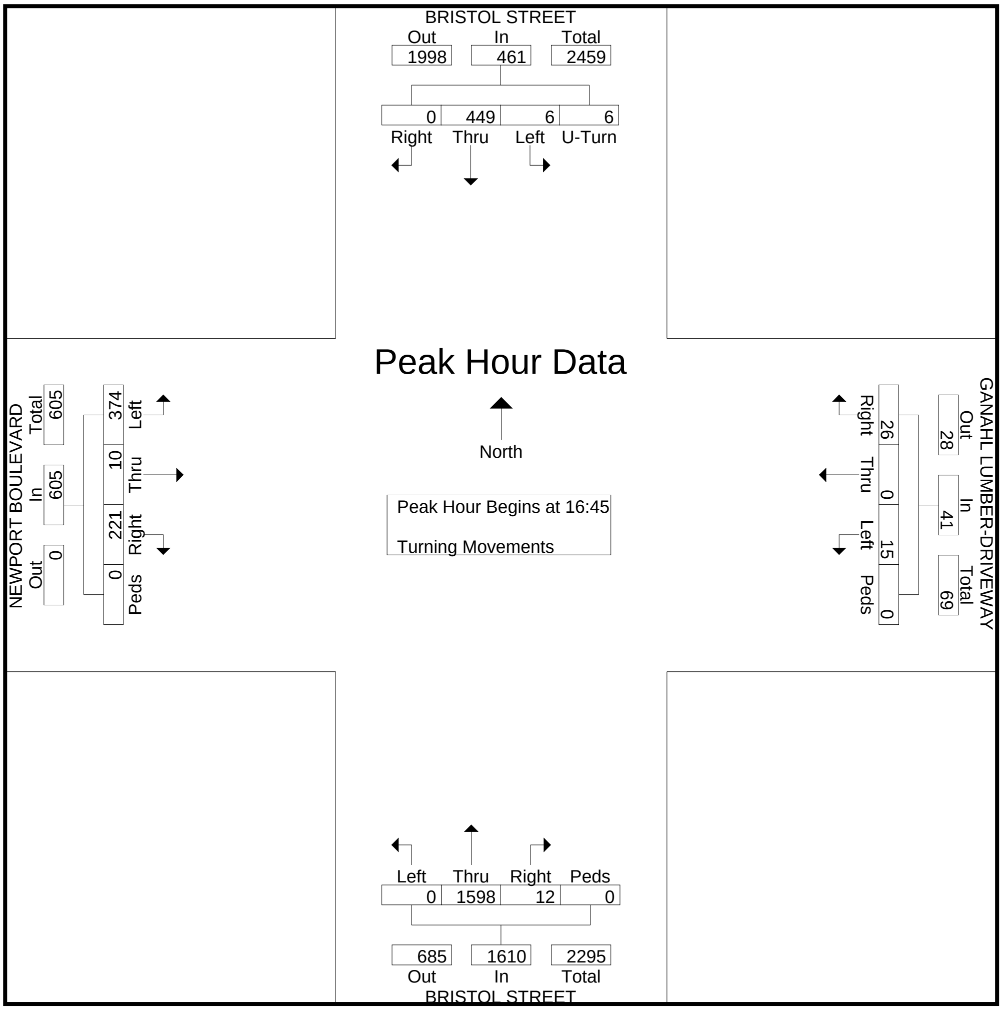


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: COSTA MESA
N-S Direction: BRISTOL STREET
E-W Direction: NEWPORT BOULEVARD

File Name : H2211002
Site Code : 00005054
Start Date : 11/15/2022
Page No : 3

	BRISTOL STREET **Southbound**					**GANAHL LUMBER-DRIVEWAY** **Westbound**					**BRISTOL STREET** **Northbound**					**NEWPORT BOULEVARD** **Eastbound**					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	114	**2**	**1**	**117**	7	0	4	0	11	**4**	**329**	**0**	**0**	**333**	**56**	**3**	**106**	**0**	**165**	626
17:00	0	**116**	1	0	117	6	0	**8**	**0**	**14**	4	393	0	0	397	50	3	79	0	132	660
17:15	0	108	1	2	111	**9**	**0**	**1**	**0**	**10**	**2**	**448**	0	0	**450**	**70**	**2**	**92**	**0**	**164**	**735**
17:30	0	111	2	**3**	**116**	**4**	**0**	**2**	**0**	**6**	**2**	**428**	**0**	**0**	**430**	**45**	**2**	**97**	**0**	**144**	**696**
Total Volume												1598									
% App. Total	0	97.4	1.3	1.3		63.4	0	36.6	0		0.7	99.3	0	0		36.5	1.7	61.8	0		
PHF	.000	.968	.750	.500	.985	.722	.000	.469	.000	.732	.750	.892	.000	.000	.894	.789	.833	.882	.000	.917	.924



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: SANTA ANA
N-S Direction: BRISTOL STREET
E-W Direction: BRISTOL CENTER DRIVEWAY

File Name : H2301001
Site Code : 00000000
Start Date : 1/12/2023
Page No : 1

Groups Printed- Turning Movement Count

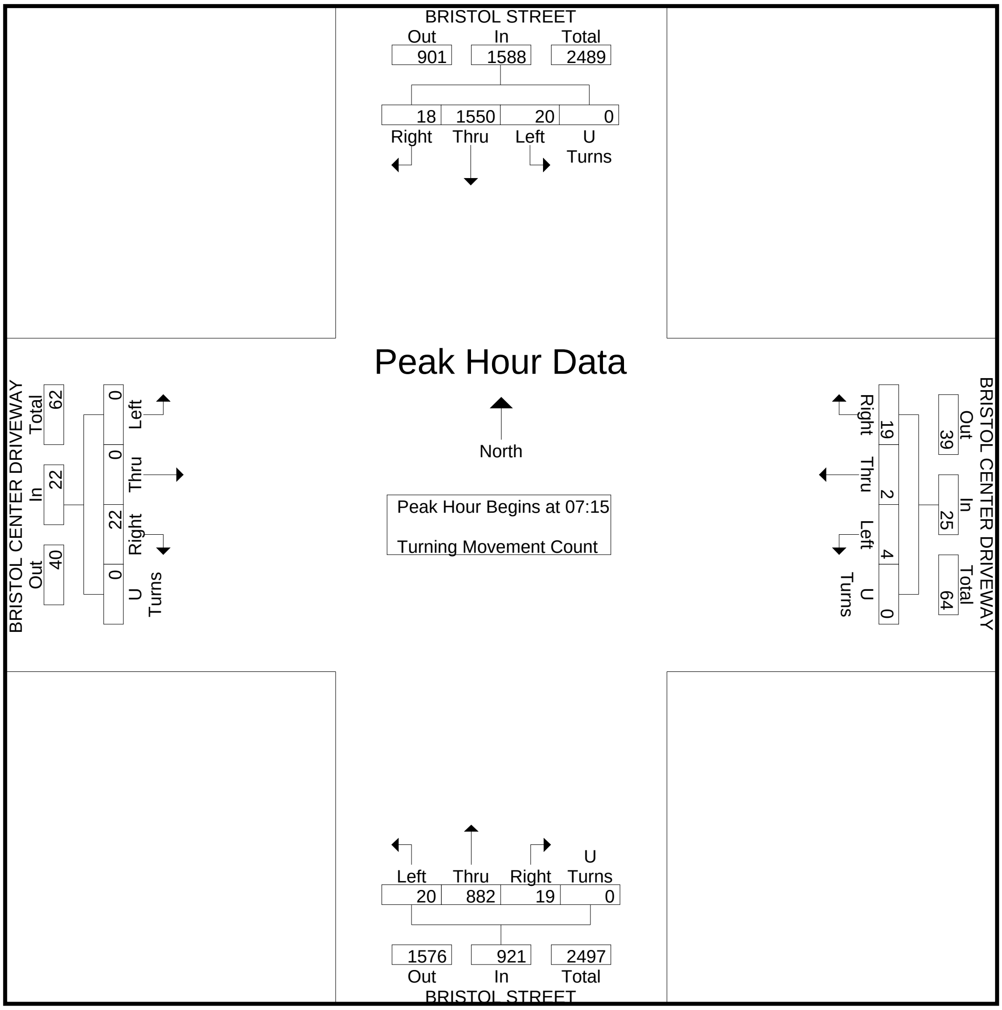
	BRISTOL STREET Southbound				BRISTOL CENTER DRIVEWAY Westbound				BRISTOL STREET Northbound				BRISTOL CENTER DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	3	297	2	0	2	0	2	0	1	146	7	0	8	0	0	0	468
07:15	3	387	6	0	5	1	0	0	4	278	6	0	7	0	0	0	697
07:30	4	390	4	0	2	0	2	0	1	181	4	0	2	0	0	0	590
07:45	3	394	4	0	7	1	1	0	6	268	4	0	6	0	0	0	694
Total	13	1468	16	0	16	2	5	0	12	873	21	0	23	0	0	0	2449
08:00	8	379	6	0	5	0	1	0	8	155	6	0	7	0	0	0	575
08:15	5	369	9	0	12	0	2	0	9	160	2	0	11	0	0	0	579
08:30	8	379	6	0	9	1	1	0	7	185	6	0	7	1	0	0	610
08:45	11	341	9	0	10	0	1	0	7	141	7	0	10	0	0	0	537
Total	32	1468	30	0	36	1	5	0	31	641	21	0	35	1	0	0	2301
16:00	15	249	11	0	33	0	5	0	14	437	21	0	13	0	1	0	799
16:15	20	225	14	0	16	0	3	0	15	446	15	0	29	0	1	0	784
16:30	7	256	10	0	32	0	4	0	23	436	20	0	18	0	1	0	807
16:45	11	258	11	0	24	1	2	0	11	417	16	0	25	0	3	0	779
Total	53	988	46	0	105	1	14	0	63	1736	72	0	85	0	6	0	3169
17:00	17	236	5	0	23	0	3	0	17	408	12	0	18	0	1	0	740
17:15	10	295	7	0	25	0	0	0	16	474	22	0	23	0	1	0	873
17:30	17	271	3	0	27	0	1	0	17	423	30	0	27	0	2	0	818
17:45	14	251	6	0	19	0	1	0	22	371	14	0	23	0	1	0	722
Total	58	1053	21	0	94	0	5	0	72	1676	78	0	91	0	5	0	3153
Grand Total	156	4977	113	0	251	4	29	0	178	4926	192	0	234	1	11	0	11072
Apprch %	3	94.9	2.2	0	88.4	1.4	10.2	0	3.4	93	3.6	0	95.1	0.4	4.5	0	
Total %	1.4	45	1	0	2.3	0	0.3	0	1.6	44.5	1.7	0	2.1	0	0.1	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: SANTA ANA
N-S Direction: BRISTOL STREET
E-W Direction: BRISTOL CENTER DRIVEWAY

File Name : H2301001
Site Code : 00000000
Start Date : 1/12/2023
Page No : 2

	BRISTOL STREET Southbound					BRISTOL CENTER DRIVEWAY Westbound					BRISTOL STREET Northbound					BRISTOL CENTER DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	3	387	**6**				**1**	0	0	6	4	**278**	**6**		**288**	**7**				7	**697**
07:30	4	390	4	0	398	2	0	**2**													
07:45	**3**	**394**	4	0	**401**	**7**	**1**	**1**	**0**	**9**	6	268	4	0	278	6	0	0	0	6	694
08:00	**8**										**8**										
Total Volume	18	1550	20	0	1588	19	2	4	0	25	19	882	20	0	921	22	0	0	0	22	2556
% App. Total	1.1	97.6	1.3	0		76	8	16	0		2.1	95.8	2.2	0		100	0	0	0		
PHF	.563	.984	.833	.000	.990	.679	.500	.500	.000	.694	.594	.793	.833	.000	.799	.786	.000	.000	.000	.786	.917



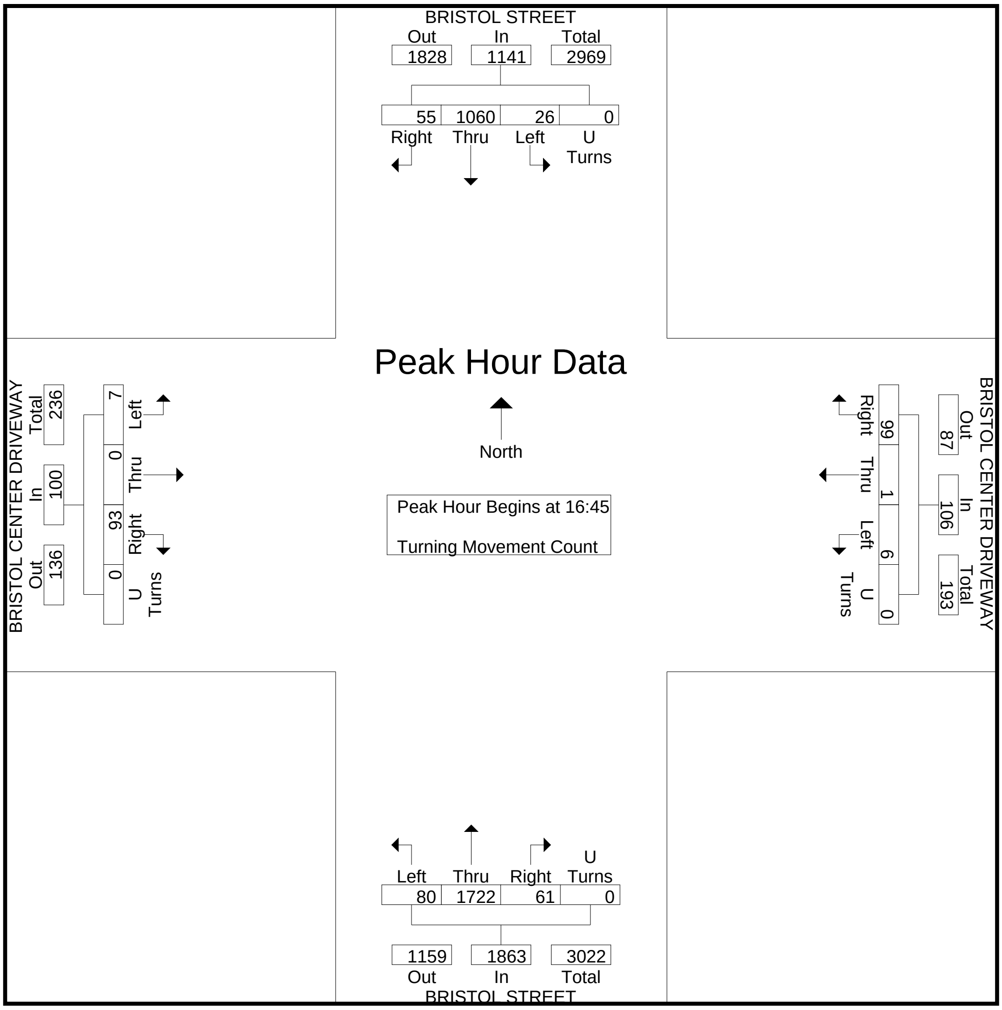
Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: SANTA ANA
N-S Direction: BRISTOL STREET
E-W Direction: BRISTOL CENTER DRIVEWAY

File Name : H2301001
Site Code : 00000000
Start Date : 1/12/2023
Page No : 3

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

	BRISTOL STREET Southbound					BRISTOL CENTER DRIVEWAY Westbound					BRISTOL STREET Northbound					BRISTOL CENTER DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
16:45	11	258	**11**				**1**	2	0	27	11	417	16	0	444	25	0	**3**			
17:00	**17**	**236**	**5**	**0**	**258**	**23**	**0**	**3**	**0**	**26**	**17**	**408**	**12**	**0**	**437**	**18**	**0**	**1**	**0**	**19**	**740**
17:15	**10**	**295**	7	0	**312**	25	0	0	0	25	16	**474**	22	0	**512**	23	0	1	0	24	**873**
17:30	17	271	3	0	291	**27**				**28**	17	423	**30**			**27**				**29**	818
Total Volume	55	1060	26	0	1141	99	1	6	0	106	61	1722	80	0	1863	93	0	7	0	100	3210
% App. Total	4.8	92.9	2.3	0		93.4	0.9	5.7	0		3.3	92.4	4.3	0		93	0	7	0		
PHF	.809	.898	.591	.000	.914	.917	.250	.500	.000	.946	.897	.908	.667	.000	.910	.861	.000	.583	.000	.862	.919



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: SANTA ANA
N-S Direction: S. PLAZA DRIVE
E-W Direction: VERSAILLES DRIVEWAY

File Name : H2301002
Site Code : 00000000
Start Date : 1/12/2023
Page No : 1

Groups Printed- Turning Movement Count

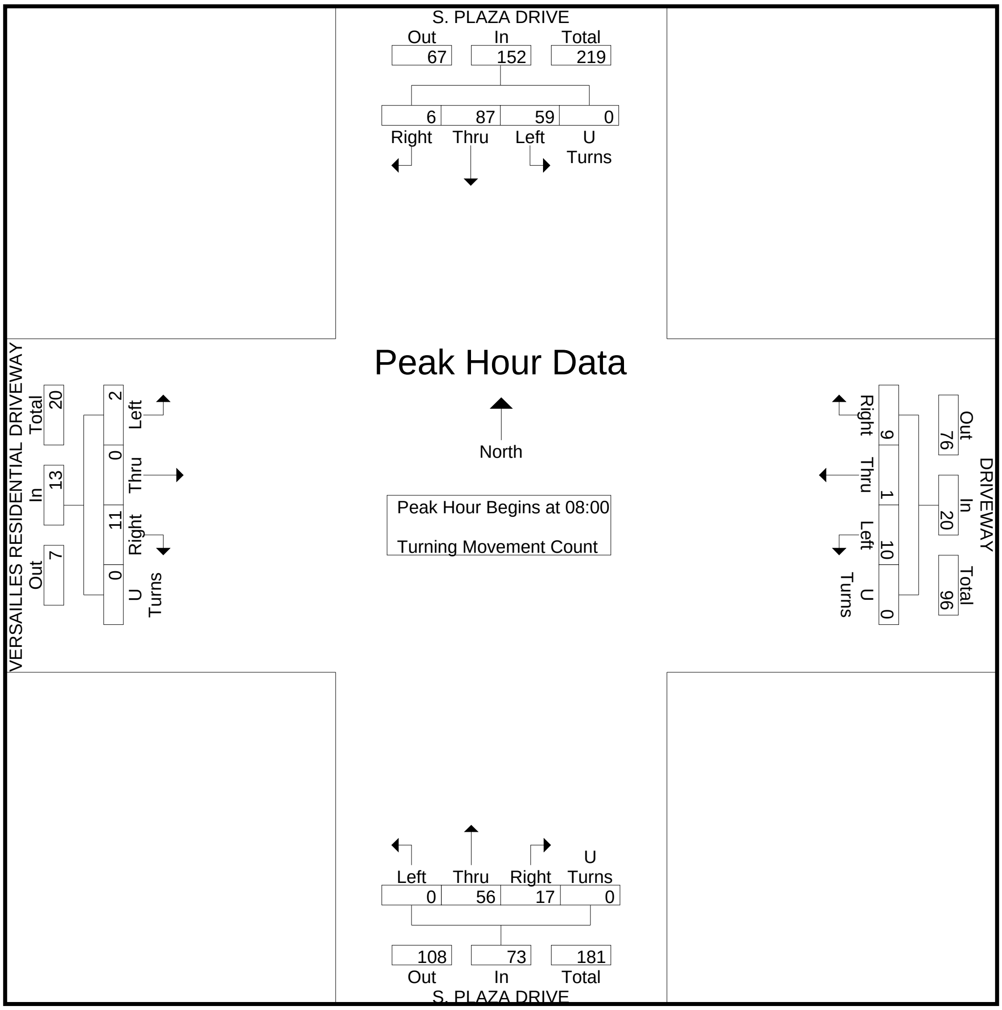
	S. PLAZA DRIVE Southbound				DRIVEWAY Westbound				S. PLAZA DRIVE Northbound				VERSAILLES RESIDENTIAL DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	1	9	5	0	0	0	4	0	1	10	0	0	6	0	0	0	36
07:15	1	18	2	0	0	0	0	0	6	12	0	0	4	0	0	0	43
07:30	0	24	8	0	4	0	2	0	0	16	0	0	11	0	0	0	65
07:45	2	18	11	0	3	0	1	0	4	10	0	0	3	0	1	0	53
Total	4	69	26	0	7	0	7	0	11	48	0	0	24	0	1	0	197
08:00	3	23	13	0	2	0	4	0	1	12	0	0	4	0	1	0	63
08:15	0	18	13	0	2	1	3	0	8	13	0	0	3	0	1	0	62
08:30	1	29	19	0	2	0	2	0	5	17	0	0	3	0	0	0	78
08:45	2	17	14	0	3	0	1	0	3	14	0	0	1	0	0	0	55
Total	6	87	59	0	9	1	10	0	17	56	0	0	11	0	2	0	258
16:00	3	20	15	0	13	0	7	0	9	64	4	0	6	0	1	0	142
16:15	1	19	10	0	10	0	5	0	4	53	0	0	8	0	0	0	110
16:30	4	22	19	0	18	1	1	0	3	53	7	0	7	0	0	0	135
16:45	5	23	19	0	12	0	7	0	8	60	3	0	9	0	0	0	146
Total	13	84	63	0	53	1	20	0	24	230	14	0	30	0	1	0	533
17:00	7	32	22	0	13	0	5	0	12	71	4	0	5	0	0	0	171
17:15	2	29	23	0	15	0	2	0	7	78	5	0	1	0	2	0	164
17:30	2	19	29	0	20	0	6	0	15	73	7	0	6	0	0	0	177
17:45	5	22	28	0	12	0	4	0	8	62	1	0	4	0	0	0	146
Total	16	102	102	0	60	0	17	0	42	284	17	0	16	0	2	0	658
Grand Total	39	342	250	0	129	2	54	0	94	618	31	0	81	0	6	0	1646
Apprch %	6.2	54.2	39.6	0	69.7	1.1	29.2	0	12.7	83.2	4.2	0	93.1	0	6.9	0	
Total %	2.4	20.8	15.2	0	7.8	0.1	3.3	0	5.7	37.5	1.9	0	4.9	0	0.4	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: SANTA ANA
N-S Direction: S. PLAZA DRIVE
E-W Direction: VERSAILLES DRIVEWAY

File Name : H2301002
Site Code : 00000000
Start Date : 1/12/2023
Page No : 2

	S. PLAZA DRIVE Southbound					DRIVEWAY Westbound					S. PLAZA DRIVE Northbound					VERSAILLES RESIDENTIAL DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	**3**							**4**		**6**	1	12	0	0	13	**4**		**1**		**5**	63
08:15	0	18	13	0	31	2	**1**	3	0	6	**8**										
08:30	**1**	**29**	**19**	**0**	**49**	2	0	2	0	4	5	**17**	0	0	**22**	3	0	0	0	3	**78**
08:45	2	17	14	0	33	**3**															
Total Volume	6	87	59	0	152	9	1	10	0	20	17	56	0	0	73	11	0	2	0	13	258
% App. Total	3.9	57.2	38.8	0		45	5	50	0		23.3	76.7	0	0		84.6	0	15.4	0		
PHF	.500	.750	.776	.000	.776	.750	.250	.625	.000	.833	.531	.824	.000	.000	.830	.688	.000	.500	.000	.650	.827

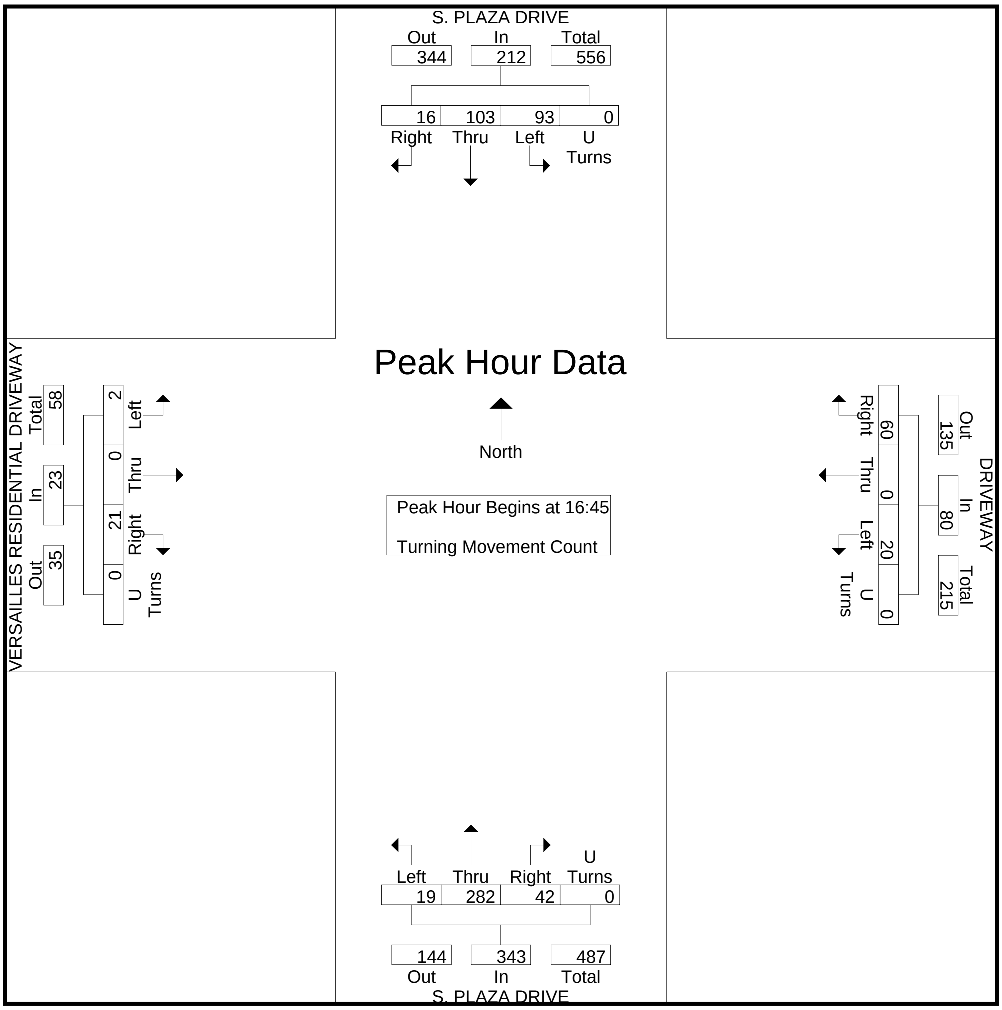


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: SANTA ANA
N-S Direction: S. PLAZA DRIVE
E-W Direction: VERSAILLES DRIVEWAY

File Name : H2301002
Site Code : 00000000
Start Date : 1/12/2023
Page No : 3

	S. PLAZA DRIVE Southbound					DRIVEWAY Westbound					S. PLAZA DRIVE Northbound					VERSAILLES RESIDENTIAL DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	5	23	19	0	47	12	0	**7**								**9**				**9**	146
17:00	**7**	**32**	22	0	**61**	13	0	5	0	18	12	71	4	0	87	5	0	0	0	5	171
17:15	2	29	23	0	54	15	0	2	0	17	7	**78**	5	0	90	1	0	**2**			
17:30	**2**	**19**	**29**	**0**	**50**	**20**	**0**	**6**	**0**	**26**	**15**	**73**	**7**	**0**	**95**	6	0	0	0	6	**177**
Total Volume	16	103	93	0	212	60	0	20	0	80	42	282	19	0	343	21	0	2	0	23	658
% App. Total	7.5	48.6	43.9	0		75	0	25	0		12.2	82.2	5.5	0		91.3	0	8.7	0		
PHF	.571	.805	.802	.000	.869	.750	.000	.714	.000	.769	.700	.904	.679	.000	.903	.583	.000	.250	.000	.639	.929



Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : FAIRVIEW STREET
Segment : SEGERSTROM ST TO MACARTHUR
Client : LL&G

Site: SANTA ANA
Date: 09/14/22
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	74	252	240	1,095	31	80	358	1,550	105	332	598	2,645
12:15	62		267		18		370		80		637	
12:30	64		307		18		392		82		699	
12:45	52		281		13		430		65		711	
01:00	37	129	317	1,246	22	63	301	1,541	59	192	618	2,787
01:15	42		270		14		403		56		673	
01:30	24		310		17		424		41		734	
01:45	26		349		10		413		36		762	
02:00	23	111	352	1,575	20	68	409	1,496	43	179	761	3,071
02:15	19		383		10		338		29		721	
02:30	28		430		20		396		48		826	
02:45	41		410		18		353		59		763	
03:00	29	88	430	1,787	32	154	360	1,428	61	242	790	3,215
03:15	14		471		24		302		38		773	
03:30	20		440		34		372		54		812	
03:45	25		446		64		394		89		840	
04:00	26	137	538	2,148	62	450	364	1,553	88	587	902	3,701
04:15	20		512		82		404		102		916	
04:30	38		561		146		418		184		979	
04:45	53		537		160		367		213		904	
05:00	48	242	532	2,229	152	966	406	1,517	200	1,208	938	3,746
05:15	40		539		220		412		260		951	
05:30	72		554		240		378		312		932	
05:45	82		604		354		321		436		925	
06:00	96	469	458	1,619	302	1,734	304	1,218	398	2,203	762	2,837
06:15	116		426		354		324		470		750	
06:30	103		393		546		256		649		649	
06:45	154		342		532		334		686		676	
07:00	183	1,020	274	1,030	622	2,892	278	940	805	3,912	552	1,970
07:15	252		262		686		254		938		516	
07:30	240		240		808		204		1,048		444	
07:45	345		254		776		204		1,121		458	
08:00	243	976	216	785	585	2,373	199	740	828	3,349	415	1,525
08:15	246		201		536		196		782		397	
08:30	278		196		616		177		894		373	
08:45	209		172		636		168		845		340	
09:00	210	820	192	664	479	1,698	137	464	689	2,518	329	1,128
09:15	210		168		452		108		662		276	
09:30	190		174		354		122		544		296	
09:45	210		130		413		97		623		227	
10:00	210	784	149	473	322	1,265	108	329	532	2,049	257	802
10:15	180		123		375		83		555		206	
10:30	194		115		251		68		445		183	
10:45	200		86		317		70		517		156	
11:00	194	943	98	340	266	1,277	55	171	460	2,220	153	511
11:15	245		94		286		32		531		126	
11:30	252		76		363		49		615		125	
11:45	252		72		362		35		614		107	
Totals	5,971		14,991		13,020		12,947		18,991		27,938	
Split%	31.4		53.7		68.6		46.3					
Day Totals		20,962				25,967				46,929		
Day Splits		44.7				55.3						
Peak Hour	07:45		05:00		07:00		01:15		07:15		04:30	
Volume	1,112		2,229		2,892		1,649		3,935		3,772	
Factor	0.81		0.92		0.89		0.97		0.88		0.96	

Data File : D2209187

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : FAIRVIEW STREET
Segment : MACARTHUR TO SUNFLOWER AVE
Client : LL&G

Site: SANTA ANA
Date: 09/14/22
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	99	338	256	1,232	35	98	268	1,158	134	436	524	2,390
12:15	88		292		23		284		111		576	
12:30	75		338		34		287		109		625	
12:45	76		346		6		319		82		665	
01:00	55	189	312	1,319	20	53	255	1,064	75	242	567	2,383
01:15	58		284		12		267		70		551	
01:30	44		353		13		300		57		653	
01:45	32		370		8		242		40		612	
02:00	31	156	418	1,758	16	69	276	1,058	47	225	694	2,816
02:15	26		433		12		268		38		701	
02:30	48		460		15		247		63		707	
02:45	51		447		26		267		77		714	
03:00	42	151	496	2,160	27	122	373	1,176	69	273	869	3,336
03:15	36		540		23		251		59		791	
03:30	36		512		25		271		61		783	
03:45	37		612		47		281		84		893	
04:00	34	212	590	2,537	49	327	272	1,216	83	539	862	3,753
04:15	40		686		60		296		100		982	
04:30	60		679		103		351		163		1,030	
04:45	78		582		115		297		193		879	
05:00	74	377	594	2,532	103	734	317	1,172	177	1,111	911	3,704
05:15	68		646		180		281		248		927	
05:30	94		654		197		321		291		975	
05:45	141		638		254		253		395		891	
06:00	118	659	536	1,831	218	1,339	215	893	336	1,998	751	2,724
06:15	151		531		273		236		424		767	
06:30	151		435		428		208		579		643	
06:45	239		329		420		234		659		563	
07:00	230	1,333	258	1,057	485	2,291	205	781	715	3,624	463	1,838
07:15	320		292		511		182		831		474	
07:30	379		239		647		197		1,026		436	
07:45	404		268		648		197		1,052		465	
08:00	322	1,170	186	789	475	1,942	197	646	797	3,112	383	1,435
08:15	272		234		439		157		711		391	
08:30	312		192		533		162		845		354	
08:45	264		177		495		130		759		307	
09:00	249	979	179	663	360	1,289	112	377	609	2,268	291	1,040
09:15	240		172		406		92		646		264	
09:30	238		168		240		86		478		254	
09:45	252		144		283		87		535		231	
10:00	254	957	138	495	238	950	83	274	492	1,907	221	769
10:15	222		128		278		76		500		204	
10:30	239		124		184		55		423		179	
10:45	242		105		250		60		492		165	
11:00	214	1,010	126	446	233	990	49	132	447	2,000	175	578
11:15	252		132		183		22		435		154	
11:30	254		104		279		37		533		141	
11:45	290		84		295		24		585		108	
Totals	7,531		16,819		10,204		9,947		17,735		26,766	
Split%	42.5		62.8		57.5		37.2					
Day Totals		24,350				20,151				44,501		
Day Splits		54.7				45.3						
Peak Hour	07:15		03:45		07:00		04:15		07:15		04:15	
Volume	1,425		2,567		2,291		1,261		3,706		3,802	
Factor	0.88		0.94		0.88		0.90		0.88		0.92	

* Data File : D2209188

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : FAIRVIEW STREET
Segment : SUNFLOWER AVE TO S. COAST DR
Client : LL&G

Site: COSTA MESA
Date: 09/14/22
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	85	275	216	1,043	28	78	250	1,058	113	353	466	2,101
12:15	66		259		20		260		86		519	
12:30	62		272		18		267		80		539	
12:45	62		296		12		281		74		577	
01:00	48	170	286	1,113	16	75	230	1,031	64	245	516	2,144
01:15	56		216		17		252		73		468	
01:30	34		306		26		302		60		608	
01:45	32		305		16		247		48		552	
02:00	34	148	370	1,613	17	80	308	1,114	51	228	678	2,727
02:15	28		381		21		268		49		649	
02:30	44		412		20		276		64		688	
02:45	42		450		22		262		64		712	
03:00	34	130	426	1,797	20	104	342	1,180	54	234	768	2,977
03:15	28		458		19		286		47		744	
03:30	28		422		33		280		61		702	
03:45	40		491		32		272		72		763	
04:00	40	206	506	2,066	44	273	292	1,209	84	479	798	3,275
04:15	50		552		57		300		107		852	
04:30	45		516		73		298		118		814	
04:45	71		492		99		319		170		811	
05:00	54	282	495	2,072	93	609	284	1,170	147	891	779	3,242
05:15	54		529		138		314		192		843	
05:30	66		525		185		308		251		833	
05:45	108		523		193		264		301		787	
06:00	97	476	440	1,551	228	1,195	234	881	325	1,671	674	2,432
06:15	108		466		226		231		334		697	
06:30	109		358		377		188		486		546	
06:45	162		287		364		228		526		515	
07:00	162	1,073	232	941	386	1,891	200	737	548	2,964	432	1,678
07:15	240		252		432		183		672		435	
07:30	283		213		515		176		798		389	
07:45	388		244		558		178		946		422	
08:00	228	929	194	776	512	1,763	190	623	740	2,692	384	1,399
08:15	224		218		352		158		576		376	
08:30	258		166		483		163		741		329	
08:45	219		198		416		112		635		310	
09:00	201	782	150	588	341	1,167	108	405	542	1,949	258	993
09:15	180		152		318		100		498		252	
09:30	203		158		254		115		457		273	
09:45	198		128		254		82		452		210	
10:00	216	833	144	475	234	965	88	243	450	1,798	232	718
10:15	194		124		250		56		444		180	
10:30	199		119		220		53		419		172	
10:45	224		88		261		46		485		134	
11:00	198	910	106	397	234	955	73	158	432	1,865	179	555
11:15	228		115		207		31		435		146	
11:30	230		98		248		28		478		126	
11:45	254		78		266		26		520		104	
Totals	6,214		14,432		9,155		9,809		15,369		24,241	
Split%	40.4		59.5		59.6		40.5					
Day Totals		20,646				18,964				39,610		
Day Splits		52.1				47.9						
Peak Hour	07:15		05:00		07:15		04:45		07:15		04:00	
Volume	1,139		2,072		2,017		1,225		3,156		3,275	
Factor	0.73		0.98		0.90		0.96		0.83		0.96	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : FAIRVIEW STREET
Segment : S. COAST DR TO I-405 NB RAMP
Client : LL&G

Site: COSTA MESA
Date: 09/14/22
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	136	460	288	1,348	52	209	336	1,360	188	669	624	2,708
12:15	118		348		56		320		174		668	
12:30	104		334		57		342		161		676	
12:45	102		378		44		362		146		740	
01:00	74	280	338	1.405	24	132	316	1.396	98	412	654	2.801
01:15	72		320		30		355		102		675	
01:30	82		364		44		390		126		754	
01:45	52		383		34		335		86		718	
02:00	54	225	421	1.792	20	116	408	1.498	74	341	829	3.290
02:15	45		434		29		381		74		815	
02:30	60		474		32		366		92		840	
02:45	66		463		35		343		101		806	
03:00	48	210	466	1.914	37	168	428	1.495	85	378	894	3.409
03:15	52		462		30		373		82		835	
03:30	66		444		60		368		126		812	
03:45	44		542		41		326		85		868	
04:00	54	244	511	1,995	49	296	392	1,644	103	540	903	3,639
04:15	64		512		53		394		117		906	
04:30	50		500		94		412		144		912	
04:45	76		472		100		446		176		918	
05:00	56	313	498	2,121	108	689	428	1,701	164	1,002	926	3,822
05:15	68		568		160		460		228		1,028	
05:30	68		541		208		415		276		956	
05:45	121		514		213		398		334		912	
06:00	103	511	480	1,587	226	1,315	338	1,256	329	1,826	818	2,843
06:15	114		442		239		323		353		765	
06:30	119		368		430		281		549		649	
06:45	175		297		420		314		595		611	
07:00	175	1.051	290	1.039	393	2.047	316	1.055	568	3.098	606	2.094
07:15	222		258		497		239		719		497	
07:30	291		244		545		266		836		510	
07:45	363		247		612		234		975		481	
08:00	291	1.155	214	830	596	1.991	267	861	887	3.146	481	1.691
08:15	288		228		430		212		718		440	
08:30	302		190		509		238		811		428	
08:45	274		198		456		144		730		342	
09:00	262	1,019	182	604	386	1,303	165	556	648	2,322	347	1,160
09:15	258		150		329		144		587		294	
09:30	248		136		288		136		536		272	
09:45	251		136		300		111		551		247	
10:00	280	1,110	162	549	262	1,157	106	316	542	2,267	268	865
10:15	266		146		297		80		563		226	
10:30	278		129		286		66		564		195	
10:45	286		112		312		64		598		176	
11:00	288	1,193	191	718	328	1,286	154	445	616	2,479	345	1,163
11:15	292		207		276		108		568		315	
11:30	291		170		345		95		636		265	
11:45	322		150		337		88		659		238	
Totals	7.771		15.902		10.709		13.583		18.480		29.485	
Split%	42.1		53.9		57.9		46.1					
Day Totals		23,673				24,292				47,965		
Day Splits		49.4				50.6						
Peak Hour	07:45		05:00		07:15		04:45		07:15		04:45	
Volume	1.244		2.121		2.250		1.749		3.417		3.828	
Factor	0.86		0.93		0.92		0.95		0.88		0.93	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : FAIRVIEW STREET
Segment : I-405 NB RAMP TO I-405 SB RMP
Client : LL&G

Site: COSTA MESA
Date: 09/15/22
Day: Thursday

Interval	NB				NB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	62	181	256	1,110	28	92	234	1,037	90	273	490	2,147
12:15	58		303		24		264		82		567	
12:30	30		269		24		276		54		545	
12:45	31		282		16		263		47		545	
01:00	15	82	250	965	14	45	265	1.048	29	127	515	2.013
01:15	24		232		7		241		31		473	
01:30	24		239		10		248		34		487	
01:45	19		244		14		294		33		538	
02:00	27	86	280	1.148	10	35	308	1.351	37	121	588	2.499
02:15	18		271		14		324		32		595	
02:30	22		284		4		358		26		642	
02:45	19		313		7		361		26		674	
03:00	22	106	332	1.286	8	42	328	1.322	30	148	660	2.608
03:15	23		334		10		300		33		634	
03:30	34		308		12		310		46		618	
03:45	27		312		12		384		39		696	
04:00	26	231	330	1,346	13	107	380	1,420	39	338	710	2,766
04:15	56		346		22		306		78		652	
04:30	77		338		28		396		105		734	
04:45	72		332		44		338		116		670	
05:00	69	432	358	1,345	42	237	312	1,505	111	669	670	2,850
05:15	88		337		46		392		134		729	
05:30	117		330		51		416		168		746	
05:45	158		320		98		385		256		705	
06:00	136	830	327	1,139	78	371	364	1,259	214	1,201	691	2,398
06:15	158		311		66		304		224		615	
06:30	256		260		117		318		373		578	
06:45	280		241		110		273		390		514	
07:00	281	1.377	209	811	136	765	298	992	417	2.142	507	1.803
07:15	264		221		168		276		432		497	
07:30	388		210		228		241		616		451	
07:45	444		171		233		177		677		348	
08:00	372	1.459	162	623	234	929	228	719	606	2.388	390	1.342
08:15	357		164		250		188		607		352	
08:30	358		156		232		138		590		294	
08:45	372		141		213		165		585		306	
09:00	302	1,119	138	475	180	831	148	504	482	1,950	286	979
09:15	321		120		204		132		525		252	
09:30	256		109		253		118		509		227	
09:45	240		108		194		106		434		214	
10:00	214	948	135	529	212	865	162	494	426	1,813	297	1,023
10:15	225		125		196		197		421		322	
10:30	249		135		219		82		468		217	
10:45	260		134		238		53		498		187	
11:00	243	993	94	270	277	1,061	46	132	520	2,054	140	402
11:15	232		79		268		28		500		107	
11:30	248		51		256		32		504		83	
11:45	270		46		260		26		530		72	
Totals	7,844		11,047		5,380		11,783		13,224		22,830	
Split%	59.3		48.4		40.7		51.6					
Day Totals		18,891				17,163				36,054		
Day Splits		52.4				47.6						
Peak Hour	07:30		04:15		11:00		05:15		07:30		05:15	
Volume	1.561		1.374		1.061		1.557		2.506		2.871	
Factor	0.88		0.96		0.96		0.94		0.93		0.96	

* Data File : D2209191

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : FAIRVIEW ROAD
Segment : I-405 SB RAMP TO BAKER ST
Client : LL&G

Site: COSTA MESA
Date: 09/15/22
Day: Thursday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	22	73	246	1,175	63	172	312	1,452	85	245	558	2,627
12:15	18		244		54		352		72		596	
12:30	20		315		29		426		49		741	
12:45	13		370		26		362		39		732	
01:00	8	44	266	1.099	16	77	270	1.174	24	121	536	2.273
01:15	12		263		26		270		38		533	
01:30	12		286		19		306		31		592	
01:45	12		284		16		328		28		612	
02:00	5	29	292	1.408	23	69	358	1.426	28	98	650	2.834
02:15	12		402		18		374		30		776	
02:30	8		354		10		322		18		676	
02:45	4		360		18		372		22		732	
03:00	7	32	379	1.493	15	70	391	1.463	22	102	770	2.956
03:15	10		360		19		393		29		753	
03:30	8		330		19		358		27		688	
03:45	7		424		17		321		24		745	
04:00	22	99	344	1,408	16	126	406	1,590	38	225	750	2,998
04:15	19		330		30		396		49		726	
04:30	24		362		40		376		64		738	
04:45	34		372		40		412		74		784	
05:00	42	276	380	1,444	23	226	406	1,682	65	502	786	3,126
05:15	64		360		34		431		98		791	
05:30	74		368		62		419		136		787	
05:45	96		336		107		426		203		762	
06:00	93	555	351	1,175	87	496	380	1,342	180	1,051	731	2,517
06:15	104		242		103		360		207		602	
06:30	162		271		142		306		304		577	
06:45	196		311		164		296		360		607	
07:00	184	1.091	218	875	185	1.250	252	916	369	2.341	470	1.791
07:15	263		238		241		256		504		494	
07:30	322		210		384		206		706		416	
07:45	322		209		440		202		762		411	
08:00	374	1.495	234	761	431	1.524	200	739	805	3.019	434	1.500
08:15	392		190		343		193		735		383	
08:30	367		179		364		178		731		357	
08:45	362		158		386		168		748		326	
09:00	234	965	180	638	370	1,419	164	529	604	2,384	344	1,167
09:15	229		170		466		133		695		303	
09:30	284		166		299		116		583		282	
09:45	218		122		284		116		502		238	
10:00	206	860	140	397	249	1,208	194	731	455	2,068	334	1,128
10:15	212		106		260		202		472		308	
10:30	232		76		295		170		527		246	
10:45	210		75		404		165		614		240	
11:00	317	1,064	45	143	348	1,271	116	308	665	2,335	161	451
11:15	297		33		292		86		589		119	
11:30	242		32		295		54		537		86	
11:45	208		33		336		52		544		85	
Totals	6.583		12.016		7.908		13.352		14.491		25.368	
Split%	45.4		47.4		54.6		52.6					
Day Totals		18.599				21.260				39.859		
Day Splits		46.7				53.3						
Peak Hour	08:00		02:15		07:30		05:00		07:45		04:45	
Volume	1.495		1.495		1.598		1.682		3.033		3.148	
Factor	0.95		0.93		0.91		0.98		0.94		0.99	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : BEAR STREET
Segment : SEGERSTROM AVE TO MACARTHUR
Client : LL&G

Site: SANTA ANA
Date: 09/14/22
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	13	39	82	310	9	23	63	298	22	62	145	608
12:15	13		70		6		72		19		142	
12:30	6		94		3		69		9		163	
12:45	7		64		5		94		12		158	
01:00	11	24	83	472	4	17	66	370	15	41	149	842
01:15	4		103		4		92		8		195	
01:30	7		140		5		80		12		220	
01:45	2		146		4		132		6		278	
02:00	3	20	138	503	2	7	100	397	5	27	238	900
02:15	2		102		3		102		5		204	
02:30	5		124		2		109		7		233	
02:45	10		139		0		86		10		225	
03:00	5	12	149	738	3	12	84	402	8	24	233	1.140
03:15	2		202		3		106		5		308	
03:30	3		175		2		106		5		281	
03:45	2		212		4		106		6		318	
04:00	4	27	224	976	12	74	104	417	16	101	328	1,393
04:15	3		210		11		93		14		303	
04:30	8		276		29		96		37		372	
04:45	12		266		22		124		34		390	
05:00	8	39	280	1,124	24	168	80	387	32	207	360	1,511
05:15	9		286		39		97		48		383	
05:30	9		258		51		106		60		364	
05:45	13		300		54		104		67		404	
06:00	16	83	167	674	40	282	94	356	56	365	261	1,030
06:15	17		202		70		78		87		280	
06:30	18		156		76		98		94		254	
06:45	32		149		96		86		128		235	
07:00	52	347	132	506	100	735	68	286	152	1.082	200	792
07:15	59		146		124		91		183		237	
07:30	116		118		253		60		369		178	
07:45	120		110		258		67		378		177	
08:00	100	369	99	373	228	668	58	201	328	1.037	157	574
08:15	77		101		199		60		276		161	
08:30	92		89		123		46		215		135	
08:45	100		84		118		37		218		121	
09:00	61	236	78	254	95	353	33	120	156	589	111	374
09:15	50		74		110		33		160		107	
09:30	73		46		86		28		159		74	
09:45	52		56		62		26		114		82	
10:00	46	199	55	179	68	236	28	72	114	435	83	251
10:15	48		51		54		16		102		67	
10:30	51		41		56		12		107		53	
10:45	54		32		58		16		112		48	
11:00	58	242	32	98	54	241	15	44	112	483	47	142
11:15	56		33		60		15		116		48	
11:30	66		25		52		9		118		34	
11:45	62		8		75		5		137		13	
Totals	1.637		6.207		2,816		3.350		4,453		9.557	
Split%	36.8		64.9		63.2		35.1					
Day Totals		7,844				6,166				14,010		
Day Splits		56.0				44.0						
Peak Hour	07:30		05:00		07:30		01:45		07:30		05:00	
Volume	413		1.124		938		443		1.351		1.511	
Factor	0.86		0.94		0.91		0.84		0.89		0.94	

* Data File : D2209193

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location	: BEAR STREET	Site:	SANTA ANA
Segment	: MACARTHUR TO SUNFLOWER AVE	Date:	09/14/22
Client	: LL&G		

Interval	NB				SB				Combined				Day:	Wednesday
Begin	AM		PM		AM		PM		AM		PM			
12:00	16	41	80	354	14	31	74	327	30	72	154	681		
12:15	12		90		8		86		20		176			
12:30	8		98		3		74		11		172			
12:45	5		86		6		93		11		179			
01:00	9	25	96	474	4	18	64	330	13	43	160	804		
01:15	8		96		4		92		12		188			
01:30	6		140		3		74		9		214			
01:45	2		142		7		100		9		242			
02:00	6	24	117	575	4	19	104	400	10	43	221	975		
02:15	2		147		4		100		6		247			
02:30	9		156		5		105		14		261			
02:45	7		155		6		91		13		246			
03:00	5	15	168	780	1	20	75	345	6	35	243	1.125		
03:15	1		182		4		84		5		266			
03:30	5		208		5		94		10		302			
03:45	4		222		10		92		14		314			
04:00	7	33	280	1,180	14	93	106	421	21	126	386	1,601		
04:15	6		294		14		93		20		387			
04:30	5		291		38		98		43		389			
04:45	15		315		27		124		42		439			
05:00	6	32	274	1,205	18	224	87	397	24	256	361	1,602		
05:15	10		334		52		114		62		448			
05:30	6		332		70		100		76		432			
05:45	10		265		84		96		94		361			
06:00	14	91	190	711	56	355	98	363	70	446	288	1,074		
06:15	21		204		84		88		105		292			
06:30	21		153		101		98		122		251			
06:45	35		164		114		79		149		243			
07:00	40	250	158	552	154	776	79	292	194	1.026	237	844		
07:15	62		146		134		90		196		236			
07:30	78		126		240		64		318		190			
07:45	70		122		248		59		318		181			
08:00	66	325	112	388	180	621	52	195	246	946	164	583		
08:15	69		98		174		45		243		143			
08:30	100		92		123		54		223		146			
08:45	90		86		144		44		234		130			
09:00	43	205	86	268	124	428	44	130	167	633	130	398		
09:15	55		76		110		34		165		110			
09:30	63		58		108		32		171		90			
09:45	44		48		86		20		130		68			
10:00	48	185	56	174	88	314	26	74	136	499	82	248		
10:15	54		40		76		16		130		56			
10:30	43		45		78		13		121		58			
10:45	40		33		72		19		112		52			
11:00	64	282	32	96	62	331	16	49	126	613	48	145		
11:15	70		26		90		16		160		42			
11:30	80		22		77		12		157		34			
11:45	68		16		102		5		170		21			
Totals	1.508		6.757		3.230		3.323		4.738		10.080			
Split%	31.8		67.0		68.2		33.0							
Day Totals		8,265				6,553				14,818				
Day Splits		55.8				44.2								
Peak Hour	08:00		04:45		07:30		04:45		07:30		04:45			
Volume	325		1.255		842		425		1.125		1.680			
Factor	0.81		0.94		0.85		0.86		0.88		0.94			

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : BEAR STREET
Segment : SUNFLOWER TO S. COAST DR
Client : LL&G

Site: COSTA MESA
Date: 09/14/22
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	21	62	247	893	14	41	182	680	35	103	429	1,573
12:15	20		214		17		155		37		369	
12:30	12		210		5		150		17		360	
12:45	9		222		5		193		14		415	
01:00	17	39	233	941	4	20	176	700	21	59	409	1.641
01:15	6		224		7		188		13		412	
01:30	10		270		3		178		13		448	
01:45	6		214		6		158		12		372	
02:00	5	33	232	1.012	3	20	171	762	8	53	403	1.774
02:15	3		237		6		218		9		455	
02:30	14		253		7		197		21		450	
02:45	11		290		4		176		15		466	
03:00	6	25	288	1.280	4	25	178	671	10	50	466	1.951
03:15	3		301		1		182		4		483	
03:30	6		346		9		168		15		514	
03:45	10		345		11		143		21		488	
04:00	7	41	412	1,626	12	60	196	786	19	101	608	2,412
04:15	6		428		11		181		17		609	
04:30	10		399		17		201		27		600	
04:45	18		387		20		208		38		595	
05:00	14	61	412	1,761	15	153	195	720	29	214	607	2,481
05:15	10		504		31		170		41		674	
05:30	14		434		35		172		49		606	
05:45	23		411		72		183		95		594	
06:00	18	129	330	1,217	52	315	188	722	70	444	518	1,939
06:15	26		351		70		178		96		529	
06:30	41		275		81		173		122		448	
06:45	44		261		112		183		156		444	
07:00	62	316	220	861	108	641	162	628	170	957	382	1.489
07:15	66		233		127		170		193		403	
07:30	76		190		187		160		263		350	
07:45	112		218		219		136		331		354	
08:00	112	581	170	605	184	633	138	449	296	1.214	308	1.054
08:15	111		145		168		121		279		266	
08:30	176		148		136		90		312		238	
08:45	182		142		145		100		327		242	
09:00	112	471	106	333	128	485	79	258	240	956	185	591
09:15	106		74		131		78		237		152	
09:30	111		77		104		53		215		130	
09:45	142		76		122		48		264		124	
10:00	106	494	84	250	122	497	40	138	228	991	124	388
10:15	104		56		106		43		210		99	
10:30	142		65		112		35		254		100	
10:45	142		45		157		20		299		65	
11:00	196	747	49	140	126	597	26	79	322	1,344	75	219
11:15	165		42		148		22		313		64	
11:30	182		24		154		20		336		44	
11:45	204		25		169		11		373		36	
Totals	2.999		10.919		3.487		6.593		6.486		17.512	
Split%	46.2		62.4		53.8		37.6					
Day Totals		13,918				10,080				23,998		
Day Splits		58.0				42.0						
Peak Hour	11:00		05:00		07:30		04:00		11:00		04:45	
Volume	747		1.761		758		786		1.344		2.482	
Factor	0.92		0.87		0.87		0.94		0.90		0.92	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : BEAR STREET
Segment : S. COAST DR TO PAULARINO AVE
Client : LL&G

Site: COSTA MESA
Date: 09/14/22
Day: Wednesday

Interval	SB				NB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	23	57	211	868	20	64	228	910	43	121	439	1,778
12:15	13		202		17		235		30		437	
12:30	14		214		14		215		28		429	
12:45	7		241		13		232		20		473	
01:00	8	21	218	883	6	25	238	967	14	46	456	1.850
01:15	4		198		6		240		10		438	
01:30	3		253		7		257		10		510	
01:45	6		214		6		232		12		446	
02:00	5	21	258	964	4	32	194	944	9	53	452	1.908
02:15	5		256		3		240		8		496	
02:30	6		244		18		254		24		498	
02:45	5		206		7		256		12		462	
03:00	5	23	224	815	4	15	260	1.206	9	38	484	2.021
03:15	4		210		0		276		4		486	
03:30	6		203		3		344		9		547	
03:45	8		178		8		326		16		504	
04:00	11	61	228	911	6	39	344	1,454	17	100	572	2,365
04:15	14		210		3		385		17		595	
04:30	19		246		14		349		33		595	
04:45	17		227		16		376		33		603	
05:00	22	170	239	851	7	58	366	1,486	29	228	605	2,337
05:15	34		188		14		419		48		607	
05:30	52		242		11		381		63		623	
05:45	62		182		26		320		88		502	
06:00	56	358	215	839	14	130	285	971	70	488	500	1,810
06:15	74		198		26		270		100		468	
06:30	106		218		38		226		144		444	
06:45	122		208		52		190		174		398	
07:00	114	708	228	785	74	361	188	663	188	1.069	416	1.448
07:15	138		190		77		183		215		373	
07:30	214		201		92		166		306		367	
07:45	242		166		118		126		360		292	
08:00	188	669	198	622	128	666	112	387	316	1.335	310	1.009
08:15	164		158		143		101		307		259	
08:30	163		139		213		92		376		231	
08:45	154		127		182		82		336		209	
09:00	132	444	141	375	135	591	62	251	267	1,035	203	626
09:15	96		101		125		70		221		171	
09:30	110		75		155		63		265		138	
09:45	106		58		176		56		282		114	
10:00	106	476	60	165	153	699	48	185	259	1,175	108	350
10:15	112		45		168		50		280		95	
10:30	126		35		186		44		312		79	
10:45	132		25		192		43		324		68	
11:00	151	697	28	86	218	944	52	122	369	1.641	80	208
11:15	172		27		223		29		395		56	
11:30	196		18		224		22		420		40	
11:45	178		13		279		19		457		32	
Totals	3.705		8.164		3.624		9.546		7.329		17.710	
Split%	50.6		46.1		49.4		53.9					
Day Totals		11.869				13.170				25.039		
Day Splits		47.4				52.6						
Peak Hour	07:30		01:30		11:00		04:45		11:00		04:45	
Volume	808		981		944		1.542		1.641		2.438	
Factor	0.83		0.95		0.85		0.92		0.90		0.98	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : BEAR STREET
Segment : PAULARINO AVE TO BAKER ST
Client : LL&G

Site: COSTA MESA
Date: 09/14/22
Day: Wednesday

Interval	SB				NB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	14	61	226	993	19	70	316	1,274	33	131	542	2,267
12:15	26		230		20		298		46		528	
12:30	14		268		8		332		22		600	
12:45	7		269		23		328		30		597	
01:00	11	42	254	901	19	59	286	1.020	30	101	540	1.921
01:15	15		196		17		222		32		418	
01:30	8		227		21		244		29		471	
01:45	8		224		2		268		10		492	
02:00	14	35	292	1.133	6	24	238	1.160	20	59	530	2.293
02:15	5		302		9		320		14		622	
02:30	8		282		4		328		12		610	
02:45	8		257		5		274		13		531	
03:00	7	33	258	1.055	6	27	370	1.375	13	60	628	2.430
03:15	10		260		3		339		13		599	
03:30	12		268		12		314		24		582	
03:45	4		269		6		352		10		621	
04:00	11	71	318	1,314	6	62	406	1,531	17	133	724	2,845
04:15	16		292		8		361		24		653	
04:30	21		374		24		372		45		746	
04:45	23		330		24		392		47		722	
05:00	20	209	345	1,333	42	157	382	1,499	62	366	727	2,832
05:15	52		324		18		409		70		733	
05:30	52		354		33		352		85		706	
05:45	85		310		64		356		149		666	
06:00	66	419	264	1,019	62	322	403	1,229	128	741	667	2,248
06:15	97		272		84		316		181		588	
06:30	124		240		68		256		192		496	
06:45	132		243		108		254		240		497	
07:00	136	897	243	829	174	642	290	953	310	1.539	533	1.782
07:15	177		202		134		257		311		459	
07:30	294		204		166		212		460		416	
07:45	290		180		168		194		458		374	
08:00	265	900	184	614	184	800	239	680	449	1.700	423	1.294
08:15	228		155		170		170		398		325	
08:30	219		129		206		141		425		270	
08:45	188		146		240		130		428		276	
09:00	169	631	134	393	240	997	132	409	409	1,628	266	802
09:15	163		104		217		122		380		226	
09:30	160		80		242		90		402		170	
09:45	139		75		298		65		437		140	
10:00	127	604	76	226	226	952	107	278	353	1,556	183	504
10:15	146		57		254		78		400		135	
10:30	160		51		219		60		379		111	
10:45	171		42		253		33		424		75	
11:00	172	785	36	122	284	1,231	53	151	456	2,016	89	273
11:15	186		30		302		44		488		74	
11:30	230		33		347		34		577		67	
11:45	197		23		298		20		495		43	
Totals	4.687		9.932		5.343		11.559		10.030		21.491	
Split%	46.7		46.2		53.3		53.8					
Day Totals		14,619				16,902				31,521		
Day Splits		46.4				53.6						
Peak Hour	07:30		04:30		11:00		04:30		11:00		04:30	
Volume	1.077		1.373		1.231		1.555		2.016		2.928	
Factor	0.92		0.92		0.89		0.95		0.87		0.98	

* Data File : D2209197

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location	: S. PLAZA DRIVE	Site:	SANTA ANA
Segment	: MACARTHUR TO CALLEN'S COMMON	Date:	09/14/22
Client	: LL&G	Day:	Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	3	12	39	160	2	9	35	116	5	21	74	276
12:15	5		33		2		37		7		70	
12:30	2		46		4		22		6		68	
12:45	2		42		1		22		3		64	
01:00	2	10	46	176	4	8	22	122	6	18	68	298
01:15	4		57		1		33		5		90	
01:30	2		25		2		32		4		57	
01:45	2		48		1		35		3		83	
02:00	0	8	40	217	0	5	32	133	0	13	72	350
02:15	2		45		2		32		4		77	
02:30	3		49		1		31		4		80	
02:45	3		83		2		38		5		121	
03:00	3	8	72	249	1	8	30	129	4	16	102	378
03:15	2		62		2		37		4		99	
03:30	2		57		3		33		5		90	
03:45	1		58		2		29		3		87	
04:00	4	11	66	248	5	18	29	120	9	29	95	368
04:15	3		57		0		25		3		82	
04:30	1		78		8		32		9		110	
04:45	3		47		5		34		8		81	
05:00	7	27	70	315	10	23	32	121	17	50	102	436
05:15	7		94		6		34		13		128	
05:30	3		75		0		26		3		101	
05:45	10		76		7		29		17		105	
06:00	9	39	78	222	12	52	37	147	21	91	115	369
06:15	9		57		10		40		19		97	
06:30	9		40		17		37		26		77	
06:45	12		47		13		33		25		80	
07:00	15	62	52	168	18	105	27	108	33	167	79	276
07:15	12		38		18		34		30		72	
07:30	13		34		33		25		46		59	
07:45	22		44		36		22		58		66	
08:00	15	70	31	119	23	108	23	69	38	178	54	188
08:15	16		30		30		15		46		45	
08:30	18		29		30		16		48		45	
08:45	21		29		25		15		46		44	
09:00	20	91	29	86	22	87	10	47	42	178	39	133
09:15	32		20		21		14		53		34	
09:30	14		15		16		10		30		25	
09:45	25		22		28		13		53		35	
10:00	25	102	12	56	29	104	14	30	54	206	26	86
10:15	22		20		21		8		43		28	
10:30	23		13		26		3		49		16	
10:45	32		11		28		5		60		16	
11:00	26	124	7	17	23	96	3	10	49	220	10	27
11:15	32		3		27		5		59		8	
11:30	32		4		22		0		54		4	
11:45	34		3		24		2		58		5	
Totals	564		2,033		623		1,152		1,187		3,185	
Split%	47.5		63.8		52.5		36.2					
Day Totals		2,597				1,775				4,372		
Day Splits		59.4				40.6						
Peak Hour	11:00		05:15		07:30		06:00		10:45		05:15	
Volume	124		323		122		147		222		449	
Factor	0.91		0.86		0.85		0.92		0.93		0.88	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : S. PLAZA DRIVE
Segment : CALLEN'S COMMON TO SUNFLOWER
Client : LL&G

Site: SANTA ANA
Date: 09/14/22
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	3	10	32	145	3	7	33	135	6	17	65	280
12:15	4		41		0		35		4		76	
12:30	1		33		2		31		3		64	
12:45	2		39		2		36		4		75	
01:00	1	5	32	143	3	8	29	119	4	13	61	262
01:15	2		43		3		39		5		82	
01:30	1		31		1		26		2		57	
01:45	1		37		1		25		2		62	
02:00	0	4	34	176	0	3	38	144	0	7	72	320
02:15	0		37		1		30		1		67	
02:30	2		43		1		43		3		86	
02:45	2		62		1		33		3		95	
03:00	1	3	58	203	0	6	23	138	1	9	81	341
03:15	0		53		1		40		1		93	
03:30	0		40		4		38		4		78	
03:45	2		52		1		37		3		89	
04:00	1	6	50	191	6	16	20	124	7	22	70	315
04:15	3		49		2		33		5		82	
04:30	0		57		5		34		5		91	
04:45	2		35		3		37		5		72	
05:00	8	23	58	275	7	33	41	156	15	56	99	431
05:15	4		86		12		36		16		122	
05:30	5		66		4		38		9		104	
05:45	6		65		10		41		16		106	
06:00	4	28	63	190	10	47	36	143	14	75	99	333
06:15	7		51		6		33		13		84	
06:30	9		42		17		42		26		84	
06:45	8		34		14		32		22		66	
07:00	14	34	32	104	17	103	26	118	31	137	58	222
07:15	5		28		18		34		23		62	
07:30	7		19		38		34		45		53	
07:45	8		25		30		24		38		49	
08:00	13	54	26	94	20	102	26	88	33	156	52	182
08:15	13		27		26		18		39		45	
08:30	11		24		29		25		40		49	
08:45	17		17		27		19		44		36	
09:00	18	76	19	56	21	91	19	70	39	167	38	126
09:15	21		15		28		22		49		37	
09:30	21		12		17		12		38		24	
09:45	16		10		25		17		41		27	
10:00	22	101	6	35	29	100	9	31	51	201	15	66
10:15	23		13		14		9		37		22	
10:30	23		11		28		4		51		15	
10:45	33		5		29		9		62		14	
11:00	25	109	7	12	29	118	7	12	54	227	14	24
11:15	25		2		33		2		58		4	
11:30	27		0		28		1		55		1	
11:45	32		3		28		2		60		5	
Totals	453		1.624		634		1.278		1.087		2.902	
Split%	41.7		56.0		58.3		44.0					
Day Totals		2.077				1.912				3.989		
Day Splits		52.1				47.9						
Peak Hour	10:45		05:15		10:30		05:00		10:45		05:00	
Volume	110		280		119		156		229		431	
Factor	0.83		0.81		0.90		0.95		0.92		0.88	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : BRISTOL STREET
Segment : SEGERSTROM AVE TO MACARTHUR
Client : LL&G

Site: COSTA MESA
Date: 09/13/22

Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	52	162	250	1,039	42	111	281	1,097	94	273	531	2,136
12:15	36		270		27		286		63		556	
12:30	36		253		22		269		58		522	
12:45	38		266		20		261		58		527	
01:00	27	95	251	1,137	18	65	269	1,015	45	160	520	2,152
01:15	28		296		18		236		46		532	
01:30	20		298		15		244		35		542	
01:45	20		292		14		266		34		558	
02:00	26	69	312	1,325	18	67	294	1,176	44	136	606	2,501
02:15	13		314		15		298		28		612	
02:30	13		315		18		288		31		603	
02:45	17		384		16		296		33		680	
03:00	15	58	394	1,590	18	137	256	1,077	33	195	650	2,667
03:15	18		418		29		277		47		695	
03:30	13		368		44		272		57		640	
03:45	12		410		46		272		58		682	
04:00	14	68	393	1,637	44	311	232	1,011	58	379	625	2,648
04:15	18		398		61		260		79		658	
04:30	15		426		88		257		103		683	
04:45	21		420		118		262		139		682	
05:00	26	120	416	1,650	84	528	286	1,142	110	648	702	2,792
05:15	24		390		110		296		134		686	
05:30	32		458		168		290		200		748	
05:45	38		386		166		270		204		656	
06:00	67	313	403	1,395	154	1,007	263	1,040	221	1,320	666	2,435
06:15	64		370		214		242		278		612	
06:30	70		313		309		274		379		587	
06:45	112		309		330		261		442		570	
07:00	126	748	264	1,087	353	1,608	206	920	479	2,356	470	2,007
07:15	204		260		333		240		537		500	
07:30	210		303		482		240		692		543	
07:45	208		260		440		234		648		494	
08:00	186	716	259	958	412	1,514	212	760	598	2,230	471	1,718
08:15	165		261		356		214		521		475	
08:30	170		236		362		182		532		418	
08:45	195		202		384		152		579		354	
09:00	173	704	172	669	299	1,017	134	469	472	1,721	306	1,138
09:15	171		200		269		138		440		338	
09:30	186		151		228		107		414		258	
09:45	174		146		221		90		395		236	
10:00	178	776	131	524	204	921	88	290	382	1,697	219	814
10:15	199		162		256		66		455		228	
10:30	202		127		220		74		422		201	
10:45	197		104		241		62		438		166	
11:00	204	865	102	338	234	984	39	174	438	1,849	141	512
11:15	200		99		258		42		458		141	
11:30	216		63		262		54		478		117	
11:45	245		74		230		39		475		113	
Totals	4,694		13,349		8,270		10,171		12,964		23,520	
Split%	36.2		56.8		63.8		43.2					
Day Totals		18,043				18,441				36,484		
Day Splits		49.5				50.5						
Peak Hour	11:00		04:45		07:30		02:00		07:15		04:45	
Volume	865		1,684		1,690		1,176		2,475		2,818	
Factor	0.88		0.92		0.88		0.99		0.89		0.94	

* Data File : D2209200

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location	: BRISTOL STREET	Site:	COSTA MESA
Segment	: MACARTHUR TO CALLEN'S COMMON	Date:	09/13/22
Client	: LL&G		

Interval	NB				SB				Combined				Day:	Tuesday
Begin	AM		PM		AM		PM		AM		PM			
12:00	59	167	293	1,225	41	113	284	1,174	100	280	577	2,399		
12:15	40		326		30		289		70		615			
12:30	36		270		22		305		58		575			
12:45	32		336		20		296		52		632			
01:00	31	94	340	1,380	26	89	298	1,126	57	183	638	2,506		
01:15	21		353		24		260		45		613			
01:30	20		340		20		296		40		636			
01:45	22		347		19		272		41		619			
02:00	18	62	329	1,367	20	88	272	1,143	38	150	601	2,510		
02:15	16		340		21		298		37		638			
02:30	23		330		25		272		48		602			
02:45	5		368		22		301		27		669			
03:00	22	74	426	1,619	29	142	252	1,096	51	216	678	2,715		
03:15	17		399		29		265		46		664			
03:30	17		392		42		278		59		670			
03:45	18		402		42		301		60		703			
04:00	20	76	434	1,747	42	301	226	1,055	62	377	660	2,802		
04:15	12		426		69		293		81		719			
04:30	18		427		82		268		100		695			
04:45	26		460		108		268		134		728			
05:00	26	134	438	1,850	88	549	263	1,132	114	683	701	2,982		
05:15	24		478		116		291		140		769			
05:30	38		472		177		313		215		785			
05:45	46		462		168		265		214		727			
06:00	70	322	400	1,480	151	1,021	271	1,105	221	1,343	671	2,585		
06:15	74		394		208		258		282		652			
06:30	82		394		336		280		418		674			
06:45	96		292		326		296		422		588			
07:00	129	689	316	1,242	322	1,538	209	913	451	2,227	525	2,155		
07:15	194		320		332		267		526		587			
07:30	190		308		440		231		630		539			
07:45	176		298		444		206		620		504			
08:00	166	653	270	955	385	1,414	198	704	551	2,067	468	1,659		
08:15	132		256		346		174		478		430			
08:30	168		227		338		184		506		411			
08:45	187		202		345		148		532		350			
09:00	162	736	200	710	276	1,021	134	518	438	1,757	334	1,228		
09:15	160		196		254		160		414		356			
09:30	192		164		238		116		430		280			
09:45	222		150		253		108		475		258			
10:00	208	848	128	519	238	937	104	326	446	1,785	232	845		
10:15	210		166		234		83		444		249			
10:30	218		137		234		73		452		210			
10:45	212		88		231		66		443		154			
11:00	218	964	98	346	247	1,043	51	203	465	2,007	149	549		
11:15	213		88		248		48		461		136			
11:30	284		78		278		50		562		128			
11:45	249		82		270		54		519		136			
Totals	4,819		14,440		8,256		10,495		13,075		24,935			
Split%	36.9		57.9		63.1		42.1							

Day Totals	19,259	18,751	38,010
Day Splits	50.7	49.3	

Peak Hour	11:00	05:00	07:30	12:15	07:15	04:45
Volume	964	1,850	1,615	1,188	2,327	2,983
Factor	0.85	0.97	0.91	0.97	0.92	0.95

Data File : D2209201

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : BRISTOL STREET
Segment : CALLEN'S COMMON TO SUNFLOWER
Client : LL&G

Site: COSTA MESA
Date: 09/13/22
Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	60	157	297	1,191	39	112	293	1,197	99	269	590	2,388
12:15	32		310		30		300		62		610	
12:30	34		285		22		288		56		573	
12:45	31		299		21		316		52		615	
01:00	34	103	316	1,271	22	87	299	1,155	56	190	615	2,426
01:15	18		329		28		277		46		606	
01:30	23		318		18		287		41		605	
01:45	28		308		19		292		47		600	
02:00	18	64	322	1,328	19	89	264	1,142	37	153	586	2,470
02:15	26		320		22		345		48		665	
02:30	16		340		24		256		40		596	
02:45	4		346		24		277		28		623	
03:00	19	63	386	1,511	25	132	266	1,058	44	195	652	2,569
03:15	16		393		30		268		46		661	
03:30	13		368		32		244		45		612	
03:45	15		364		45		280		60		644	
04:00	20	81	380	1,625	45	291	235	1,058	65	372	615	2,683
04:15	18		414		56		286		74		700	
04:30	14		411		80		272		94		683	
04:45	29		420		110		265		139		685	
05:00	28	162	421	1,685	80	535	266	1,152	108	697	687	2,837
05:15	37		424		118		306		155		730	
05:30	45		425		144		296		189		721	
05:45	52		415		193		284		245		699	
06:00	78	337	372	1,354	136	996	252	1,037	214	1,333	624	2,391
06:15	66		368		198		264		264		632	
06:30	101		338		306		248		407		586	
06:45	92		276		356		273		448		549	
07:00	126	700	276	1,083	300	1,528	232	924	426	2,228	508	2,007
07:15	222		268		347		249		569		517	
07:30	178		266		450		243		628		509	
07:45	174		273		431		200		605		473	
08:00	190	700	241	828	386	1,412	194	706	576	2,112	435	1,534
08:15	136		222		334		191		470		413	
08:30	172		212		340		159		512		371	
08:45	202		153		352		162		554		315	
09:00	156	738	184	627	278	996	144	538	434	1,734	328	1,165
09:15	162		178		256		146		418		324	
09:30	194		141		234		140		428		281	
09:45	226		124		228		108		454		232	
10:00	204	838	130	473	228	931	106	322	432	1,769	236	795
10:15	204		137		232		78		436		215	
10:30	214		126		237		72		451		198	
10:45	216		80		234		66		450		146	
11:00	219	1,026	98	329	218	996	58	208	437	2,022	156	537
11:15	258		90		246		48		504		138	
11:30	263		70		254		56		517		126	
11:45	286		71		278		46		564		117	
Totals	4,969		13,305		8,105		10,497		13,074		23,802	
Split%	38.0		55.9		62.0		44.1					
Day Totals		18,274				18,602				36,876		
Day Splits		49.6				50.4						
Peak Hour	11:00		04:45		07:15		12:15		07:15		05:00	
Volume	1,026		1,690		1,614		1,203		2,378		2,837	
Factor	0.90		0.99		0.90		0.95		0.95		0.97	

* Data File : D2209202

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location	: BRISTOL STREET	Site:	COSTA MESA
Segment	: SUNFLOWER AVE TO ANTON BLVD	Date:	09/13/22
Client	: LL&G		

Interval	NB				SB				Combined				Day:	Tuesday
Begin	AM		PM		AM		PM		AM		PM			
12:00	48	148	332	1,308	37	134	368	1,518	85	282	700	2,826		
12:15	44		313		36		368		80		681			
12:30	30		345		34		339		64		684			
12:45	26		318		27		443		53		761			
01:00	31	87	318	1,232	26	87	423	1,637	57	174	741	2,869		
01:15	20		140		28		401		48		541			
01:30	20		400		17		425		37		825			
01:45	16		374		16		388		32		762			
02:00	22	68	408	1,561	17	82	359	1,508	39	150	767	3,069		
02:15	16		404		23		416		39		820			
02:30	18		384		24		398		42		782			
02:45	12		365		18		335		30		700			
03:00	16	60	325	1,254	23	146	350	1,342	39	206	675	2,596		
03:15	12		308		31		320		43		628			
03:30	12		313		40		356		52		669			
03:45	20		308		52		316		72		624			
04:00	21	97	290	1,128	43	339	292	1,289	64	436	582	2,417		
04:15	20		294		58		328		78		622			
04:30	24		294		100		337		124		631			
04:45	32		250		138		332		170		582			
05:00	38	202	290	1,175	102	624	348	1,404	140	826	638	2,579		
05:15	40		250		150		373		190		623			
05:30	54		299		170		344		224		643			
05:45	70		336		202		339		272		675			
06:00	88	404	299	818	182	1,164	338	1,375	270	1,568	637	2,193		
06:15	90		210		226		362		316		572			
06:30	100		153		364		324		464		477			
06:45	126		156		392		351		518		507			
07:00	150	785	158	711	336	1,770	348	1,423	486	2,555	506	2,134		
07:15	207		176		420		362		627		538			
07:30	218		177		512		376		730		553			
07:45	210		200		502		337		712		537			
08:00	206	1,033	180	659	432	1,579	327	1,190	638	2,612	507	1,849		
08:15	230		176		377		312		607		488			
08:30	282		162		414		309		696		471			
08:45	315		141		356		242		671		383			
09:00	270	1,094	148	516	284	1,052	248	845	554	2,146	396	1,361		
09:15	226		154		286		238		512		392			
09:30	276		118		236		188		512		306			
09:45	322		96		246		171		568		267			
10:00	283	1,111	94	434	224	993	154	483	507	2,104	248	917		
10:15	296		139		260		119		556		258			
10:30	276		102		248		104		524		206			
10:45	256		99		261		106		517		205			
11:00	217	1,010	82	293	242	1,170	79	245	459	2,180	161	538		
11:15	236		81		264		44		500		125			
11:30	236		64		334		73		570		137			
11:45	321		66		330		49		651		115			
Totals	6,099		11,089		9,140		14,259		15,239		25,348			
Split%	40.0		43.7		60.0		56.3							
Day Totals		17,188				23,399				40,587				
Day Splits		42.3				57.7								
Peak Hour	09:30		01:30		07:15		12:45		07:15		01:30			
Volume	1,177		1,586		1,866		1,692		2,707		3,174			
Factor	0.91		0.97		0.91		0.95		0.93		0.96			

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : BRISTOL STREET
Segment : ANTON BLVD TO I-405 NB RAMPS
Client : LL&G

Site: COSTA MESA
Date: 09/13/22
Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	48	148	432	1,637	52	159	428	1,694	100	307	860	3,331
12:15	44		413		39		406		83		819	
12:30	30		345		34		388		64		733	
12:45	26		447		34		472		60		919	
01:00	31	87	418	1,732	24	102	494	1,975	55	189	912	3,707
01:15	20		440		34		488		54		928	
01:30	20		400		24		532		44		932	
01:45	16		474		20		461		36		935	
02:00	22	68	455	1,729	22	94	456	1,831	44	162	911	3,560
02:15	16		420		20		509		36		929	
02:30	18		465		28		462		46		927	
02:45	12		389		24		404		36		793	
03:00	16	60	354	1,366	29	163	420	1,662	45	223	774	3,028
03:15	12		325		37		396		49		721	
03:30	12		332		43		450		55		782	
03:45	20		355		54		396		74		751	
04:00	21	97	310	1,528	40	348	424	1,775	61	445	734	3,303
04:15	20		324		64		435		84		759	
04:30	24		444		114		478		138		922	
04:45	32		450		130		438		162		888	
05:00	38	202	490	1,375	96	642	498	1,915	134	844	988	3,290
05:15	40		350		148		504		188		854	
05:30	54		299		193		470		247		769	
05:45	70		236		205		443		275		679	
06:00	88	404	199	618	179	1,231	482	1,862	267	1,635	681	2,480
06:15	90		110		261		458		351		568	
06:30	100		153		407		440		507		593	
06:45	126		156		384		482		510		638	
07:00	150	785	158	711	378	1,881	434	1,779	528	2,666	592	2,490
07:15	207		176		456		459		663		635	
07:30	218		177		532		448		750		625	
07:45	210		200		515		438		725		638	
08:00	206	1,033	180	659	448	1,674	451	1,532	654	2,707	631	2,191
08:15	230		176		421		416		651		592	
08:30	282		162		435		359		717		521	
08:45	315		141		370		306		685		447	
09:00	270	1,094	148	516	326	1,172	334	1,006	596	2,266	482	1,522
09:15	226		154		291		291		517		445	
09:30	276		118		266		222		542		340	
09:45	322		96		289		159		611		255	
10:00	283	1,011	94	434	234	1,111	178	566	517	2,122	272	1,000
10:15	196		139		282		146		478		285	
10:30	276		102		297		130		573		232	
10:45	256		99		298		112		554		211	
11:00	217	1,110	82	293	304	1,405	102	312	521	2,515	184	605
11:15	236		81		335		86		571		167	
11:30	336		64		390		72		726		136	
11:45	321		66		376		52		697		118	
Totals	6,099		12,598		9,982		17,909		16,081		30,507	
Split%	37.9		41.3		62.1		58.7					
Day Totals		18,697				27,891				46,588		
Day Splits		40.1				59.9						
Peak Hour	11:00		01:45		07:15		12:45		07:15		01:00	
Volume	1,110		1,814		1,951		1,986		2,792		3,707	
Factor	0.83		0.96		0.92		0.93		0.93		0.99	

* Data File : D2209204

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : BRISTOL STREET
Segment : I-405 NB RAMP TO I-405 SB RAMP
Client : LL&G

Site: COSTA MESA
Date: 09/13/22
Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	51	147	350	1,400	36	131	400	1,640	87	278	750	3,040
12:15	38		338		35		414		73		752	
12:30	28		338		36		398		64		736	
12:45	30		374		24		428		54		802	
01:00	34	94	367	1,469	24	82	457	1,819	58	176	824	3,288
01:15	18		335		25		449		43		784	
01:30	23		383		18		495		41		878	
01:45	19		384		15		418		34		802	
02:00	17	64	335	1,471	18	79	401	1,706	35	143	736	3,177
02:15	18		350		24		470		42		820	
02:30	19		396		14		439		33		835	
02:45	10		390		23		396		33		786	
03:00	22	63	392	1,671	21	129	400	1,614	43	192	792	3,285
03:15	9		370		27		390		36		760	
03:30	15		424		29		434		44		858	
03:45	17		485		52		390		69		875	
04:00	13	102	445	1,850	34	305	390	1,740	47	407	835	3,590
04:15	23		510		52		444		75		954	
04:30	29		434		89		454		118		888	
04:45	37		461		130		452		167		913	
05:00	48	278	460	1,899	88	568	483	1,963	136	846	943	3,862
05:15	54		532		108		518		162		1,050	
05:30	80		479		178		478		258		957	
05:45	96		428		194		484		290		912	
06:00	101	520	381	1,432	159	1,054	438	1,814	260	1,574	819	3,246
06:15	111		389		202		490		313		879	
06:30	134		345		324		432		458		777	
06:45	174		317		369		454		543		771	
07:00	184	923	336	1,172	318	1,747	452	1,682	502	2,670	788	2,854
07:15	221		294		412		394		633		688	
07:30	232		278		499		422		731		700	
07:45	286		264		518		414		804		678	
08:00	291	1,201	218	825	488	1,631	400	1,522	779	2,832	618	2,347
08:15	266		230		357		450		623		680	
08:30	320		202		417		352		737		554	
08:45	324		175		369		320		693		495	
09:00	258	1,063	179	586	292	1,110	310	947	550	2,173	489	1,533
09:15	252		149		284		252		536		401	
09:30	259		136		258		204		517		340	
09:45	294		122		276		181		570		303	
10:00	286	1,098	134	470	217	1,031	184	656	503	2,129	318	1,126
10:15	274		124		248		182		522		306	
10:30	284		118		278		154		562		272	
10:45	254		94		288		136		542		230	
11:00	301	1,294	62	260	280	1,299	124	367	581	2,593	186	627
11:15	279		78		308		80		587		158	
11:30	347		66		332		69		679		135	
11:45	367		54		379		94		746		148	
Totals	6,847		14,505		9,166		17,470		16,013		31,975	
Split%	42.8		45.4		57.2		54.6					
Day Totals		21,352				26,636				47,988		
Day Splits		44.5				55.5						
Peak Hour	11:00		04:45		07:15		05:00		07:15		04:45	
Volume	1,294		1,932		1,917		1,963		2,947		3,863	
Factor	0.88		0.91		0.93		0.95		0.92		0.92	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : BRISTOL STREET
Segment : I-405 SB RAMPS TO PAULARINO AV
Client : LL&G

Site: COSTA MESA
Date: 09/13/22
Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	46	123	253	1,083	31	87	262	1,098	77	210	515	2,181
12:15	37		264		20		274		57		538	
12:30	24		282		26		284		50		566	
12:45	16		284		10		278		26		562	
01:00	30	73	295	1,190	16	55	280	1,081	46	128	575	2,271
01:15	13		272		20		258		33		530	
01:30	14		322		11		282		25		604	
01:45	16		301		8		261		24		562	
02:00	15	47	278	1,123	12	55	244	1,058	27	102	522	2,181
02:15	16		242		20		296		36		538	
02:30	9		332		10		274		19		606	
02:45	7		271		13		244		20		515	
03:00	17	45	289	1,221	6	63	248	1,034	23	108	537	2,255
03:15	8		276		13		258		21		534	
03:30	11		297		21		260		32		557	
03:45	9		359		23		268		32		627	
04:00	13	68	343	1,367	14	131	242	1,133	27	199	585	2,500
04:15	18		356		23		293		41		649	
04:30	19		328		28		298		47		626	
04:45	18		340		66		300		84		640	
05:00	34	161	354	1,365	37	301	304	1,294	71	462	658	2,659
05:15	23		369		77		336		100		705	
05:30	42		344		71		348		113		692	
05:45	62		298		116		306		178		604	
06:00	46	276	277	1,071	80	650	251	985	126	926	528	2,056
06:15	70		300		130		266		200		566	
06:30	69		268		183		228		252		496	
06:45	91		226		257		240		348		466	
07:00	124	709	256	938	243	1,201	234	834	367	1,910	490	1,772
07:15	157		242		300		216		457		458	
07:30	198		214		333		180		531		394	
07:45	230		226		325		204		555		430	
08:00	215	881	178	655	338	1,259	150	592	553	2,140	328	1,247
08:15	210		182		295		174		505		356	
08:30	220		148		302		146		522		294	
08:45	236		147		324		122		560		269	
09:00	208	737	152	462	231	914	122	392	439	1,651	274	854
09:15	168		120		231		102		399		222	
09:30	176		91		208		86		384		177	
09:45	185		99		244		82		429		181	
10:00	196	784	86	340	184	834	80	349	380	1,618	166	689
10:15	213		102		216		106		429		208	
10:30	185		90		202		82		387		172	
10:45	190		62		232		81		422		143	
11:00	214	929	49	179	195	915	56	204	409	1,844	105	383
11:15	210		58		226		40		436		98	
11:30	227		40		236		51		463		91	
11:45	278		32		258		57		536		89	
Totals	4,833		10,994		6,465		10,054		11,298		21,048	
Split%	42.8		52.2		57.2		47.8					
Day Totals		15,827				16,519				32,346		
Day Splits		48.9				51.1						
Peak Hour	11:00		04:45		07:15		05:00		07:30		04:45	
Volume	929		1,407		1,296		1,294		2,144		2,695	
Factor	0.84		0.95		0.96		0.93		0.97		0.96	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : BRISTOL STREET
Segment : PAULARINO AVE TO BAKER ST
Client : LL&G

Site: COSTA MESA
Date: 09/13/22
Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	62	174	282	1,271	28	97	240	1,069	90	271	522	2,340
12:15	52		330		27		256		79		586	
12:30	32		340		30		267		62		607	
12:45	28		319		12		306		40		625	
01:00	28	82	338	1.298	12	50	256	1.022	40	132	594	2.320
01:15	12		306		17		250		29		556	
01:30	20		348		13		250		33		598	
01:45	22		306		8		266		30		572	
02:00	9	36	310	1.294	10	43	237	1.008	19	79	547	2.302
02:15	14		350		17		264		31		614	
02:30	8		374		6		271		14		645	
02:45	5		260		10		236		15		496	
03:00	13	51	330	1.378	4	60	233	956	17	111	563	2.334
03:15	12		313		9		235		21		548	
03:30	10		335		24		246		34		581	
03:45	16		400		23		242		39		642	
04:00	18	67	396	1,517	16	106	232	1,107	34	173	628	2,624
04:15	15		372		16		274		31		646	
04:30	21		378		24		296		45		674	
04:45	13		371		50		305		63		676	
05:00	42	197	416	1,545	26	233	287	1,243	68	430	703	2,788
05:15	34		428		54		328		88		756	
05:30	53		352		60		332		113		684	
05:45	68		349		93		296		161		645	
06:00	53	311	330	1,266	66	583	254	909	119	894	584	2,175
06:15	78		369		110		246		188		615	
06:30	84		303		176		192		260		495	
06:45	96		264		231		217		327		481	
07:00	146	835	304	1.098	200	1.077	219	788	346	1.912	523	1.886
07:15	178		306		258		194		436		500	
07:30	240		258		313		184		553		442	
07:45	271		230		306		191		577		421	
08:00	247	1.003	186	730	296	1.101	141	545	543	2.104	327	1.275
08:15	234		206		260		146		494		352	
08:30	262		172		290		142		552		314	
08:45	260		166		255		116		515		282	
09:00	254	852	168	522	208	836	122	360	462	1,688	290	882
09:15	200		154		220		88		420		242	
09:30	204		98		196		84		400		182	
09:45	194		102		212		66		406		168	
10:00	236	925	101	399	172	741	61	293	408	1,666	162	692
10:15	245		124		179		84		424		208	
10:30	204		100		194		76		398		176	
10:45	240		74		196		72		436		146	
11:00	262	1,124	56	236	186	875	44	180	448	1,999	100	416
11:15	234		76		211		43		445		119	
11:30	302		50		238		44		540		94	
11:45	326		54		240		49		566		103	
Totals	5.657		12.554		5.802		9.480		11.459		22.034	
Split%	49.4		57.0		50.6		43.0					
Day Totals		18,211				15,282				33,493		
Day Splits		54.4				45.6						
Peak Hour	11:00		04:30		07:30		04:45		07:30		04:45	
Volume	1.124		1.593		1.175		1.252		2.167		2.819	
Factor	0.86		0.93		0.94		0.94		0.94		0.93	

Data File : D2209207

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : FLOWER STREET
Segment : DYER RD TO MACARTHUR BLVD
Client : LL&G

Site: SANTA ANA
Date: 09/15/22
Day: Thursday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	20	54	52	224	4	22	66	284	24	76	118	508
12:15	17		58		8		64		25		122	
12:30	14		64		6		79		20		143	
12:45	3		50		4		75		7		125	
01:00	7	31	64	320	5	11	61	260	12	42	125	580
01:15	9		83		0		56		9		139	
01:30	12		78		4		71		16		149	
01:45	3		95		2		72		5		167	
02:00	5	21	104	557	2	17	82	429	7	38	186	986
02:15	4		92		5		112		9		204	
02:30	8		169		4		111		12		280	
02:45	4		192		6		124		10		316	
03:00	3	22	166	709	6	29	117	451	9	51	283	1.160
03:15	4		161		6		98		10		259	
03:30	8		186		9		133		17		319	
03:45	7		196		8		103		15		299	
04:00	2	35	232	854	9	108	100	402	11	143	332	1,256
04:15	6		192		27		106		33		298	
04:30	13		200		30		100		43		300	
04:45	14		230		42		96		56		326	
05:00	6	49	217	840	21	185	113	417	27	234	330	1,257
05:15	5		204		34		84		39		288	
05:30	17		227		52		110		69		337	
05:45	21		192		78		110		99		302	
06:00	18	126	160	455	56	302	98	351	74	428	258	806
06:15	32		116		62		96		94		212	
06:30	34		89		88		76		122		165	
06:45	42		90		96		81		138		171	
07:00	60	394	81	339	83	582	84	257	143	976	165	596
07:15	134		94		144		64		278		158	
07:30	132		75		173		54		305		129	
07:45	68		89		182		55		250		144	
08:00	76	279	67	283	153	439	46	206	229	718	113	489
08:15	76		81		131		55		207		136	
08:30	57		78		83		52		140		130	
08:45	70		57		72		53		142		110	
09:00	59	208	62	236	60	242	42	146	119	450	104	382
09:15	54		61		58		37		112		98	
09:30	61		57		64		29		125		86	
09:45	34		56		60		38		94		94	
10:00	52	217	39	160	60	221	36	103	112	438	75	263
10:15	50		48		54		27		104		75	
10:30	54		46		48		22		102		68	
10:45	61		27		59		18		120		45	
11:00	60	219	25	110	66	220	13	53	126	439	38	163
11:15	60		34		56		16		116		50	
11:30	53		23		50		14		103		37	
11:45	46		28		48		10		94		38	
Totals	1.655		5.087		2.378		3.359		4.033		8.446	
Split%	41.0		60.2		59.0		39.8					
Day Totals		6,742				5,737				12,479		
Day Splits		54.0				46.0						
Peak Hour	07:15		04:45		07:15		02:45		07:15		04:45	
Volume	410		878		652		472		1.062		1.281	
Factor	0.76		0.95		0.90		0.89		0.87		0.95	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : FLOWER STREET
Segment : MACARTHUR TO SUNFLOWER AVE
Client : LL&G

Site: COSTA MESA
Date: 09/13/22
Day: Tuesday

Interval		NB				SB				Combined		
Begin	AM		PM		AM		PM		AM		PM	
12:00	7	18	39	171	6	17	39	180	13	35	78	351
12:15	2		44		6		42		8		86	
12:30	4		36		4		41		8		77	
12:45	5		52		1		58		6		110	
01:00	1	8	48	204	3	11	47	193	4	19	95	397
01:15	4		50		4		53		8		103	
01:30	2		42		2		42		4		84	
01:45	1		64		2		51		3		115	
02:00	1	6	70	361	1	13	51	218	2	19	121	579
02:15	2		75		5		57		7		132	
02:30	2		108		4		54		6		162	
02:45	1		108		3		56		4		164	
03:00	1	13	126	480	0	9	56	231	1	22	182	711
03:15	3		114		1		50		4		164	
03:30	7		115		6		60		13		175	
03:45	2		125		2		65		4		190	
04:00	1	24	144	588	3	38	62	239	4	62	206	827
04:15	4		162		6		58		10		220	
04:30	9		138		11		49		20		187	
04:45	10		144		18		70		28		214	
05:00	7	45	158	501	8	76	52	261	15	121	210	762
05:15	8		126		13		67		21		193	
05:30	12		119		24		80		36		199	
05:45	18		98		31		62		49		160	
06:00	21	85	107	334	32	153	62	210	53	238	169	544
06:15	11		99		38		36		49		135	
06:30	30		60		31		64		61		124	
06:45	23		68		52		48		75		116	
07:00	30	244	56	213	36	256	64	184	66	500	120	397
07:15	78		44		60		44		138		88	
07:30	70		70		74		42		144		112	
07:45	66		43		86		34		152		77	
08:00	44	142	57	189	61	231	46	146	105	373	103	335
08:15	32		42		58		38		90		80	
08:30	29		40		66		36		95		76	
08:45	37		50		46		26		83		76	
09:00	38	142	32	137	41	172	36	114	79	314	68	251
09:15	34		43		46		22		80		65	
09:30	38		32		41		35		79		67	
09:45	32		30		44		21		76		51	
10:00	30	135	43	105	28	125	24	72	58	260	67	177
10:15	30		26		34		20		64		46	
10:30	34		16		34		16		68		32	
10:45	41		20		29		12		70		32	
11:00	39	132	18	73	36	150	12	43	75	282	30	116
11:15	34		23		32		9		66		32	
11:30	31		16		38		15		69		31	
11:45	28		16		44		7		72		23	
Totals	994		3,356		1,251		2,091		2,245		5,447	
Split%	44.3		61.6		55.7		38.4					
Day Totals		4,350				3,342				7,692		
Day Splits		56.6				43.4						
Peak Hour	07:15		04:15		07:15		05:15		07:15		04:15	
Volume	258		602		281		271		539		831	
Factor	0.83		0.93		0.82		0.85		0.89		0.94	

Data File : D2209209

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : MAIN STREET
Segment : DYER RD TO MACARTHUR BLVD
Client : LL&G

Site: SANTA ANA
Date: 09/13/22
Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	52	146	184	714	16	68	133	606	68	214	317	1,320
12:15	34		170		16		167		50		337	
12:30	36		192		18		160		54		352	
12:45	24		168		18		146		42		314	
01:00	30	101	158	756	13	48	126	545	43	149	284	1.301
01:15	24		188		7		133		31		321	
01:30	23		194		12		144		35		338	
01:45	24		216		16		142		40		358	
02:00	24	123	242	1.202	11	55	186	741	35	178	428	1.943
02:15	21		246		23		178		44		424	
02:30	39		330		9		197		48		527	
02:45	39		384		12		180		51		564	
03:00	19	69	338	1.416	16	77	213	696	35	146	551	2.112
03:15	20		344		12		154		32		498	
03:30	12		354		19		162		31		516	
03:45	18		380		30		167		48		547	
04:00	15	87	429	1,680	24	218	169	640	39	305	598	2,320
04:15	29		408		40		164		69		572	
04:30	19		447		70		156		89		603	
04:45	24		396		84		151		108		547	
05:00	26	162	416	1,769	74	435	164	659	100	597	580	2,428
05:15	42		472		86		190		128		662	
05:30	24		389		119		149		143		538	
05:45	70		492		156		156		226		648	
06:00	52	261	352	1,221	128	784	134	471	180	1,045	486	1,692
06:15	52		371		170		117		222		488	
06:30	69		296		216		114		285		410	
06:45	88		202		270		106		358		308	
07:00	114	586	160	471	182	1.138	112	404	296	1.724	272	875
07:15	128		116		298		93		426		209	
07:30	160		105		306		100		466		205	
07:45	184		90		352		99		536		189	
08:00	128	515	82	371	295	1.043	71	298	423	1.558	153	669
08:15	128		107		279		83		407		190	
08:30	133		98		242		70		375		168	
08:45	126		84		227		74		353		158	
09:00	92	441	78	334	177	584	65	260	269	1,025	143	594
09:15	116		77		142		78		258		155	
09:30	109		94		123		55		232		149	
09:45	124		85		142		62		266		147	
10:00	108	496	72	342	106	475	49	210	214	971	121	552
10:15	146		86		103		59		249		145	
10:30	110		94		133		46		243		140	
10:45	132		90		133		56		265		146	
11:00	119	567	58	213	120	536	28	244	239	1,103	86	457
11:15	148		70		120		102		268		172	
11:30	148		46		146		84		294		130	
11:45	152		39		150		30		302		69	
Totals	3.554		10.489		5.461		5.774		9.015		16.263	
Split%	39.4		64.5		60.6		35.5					
Day Totals		14,043				11,235				25,278		
Day Splits		55.6				44.4						
Peak Hour	07:15		05:00		07:15		02:15		07:15		05:00	
Volume	600		1.769		1.251		768		1.851		2.428	
Factor	0.82		0.90		0.89		0.90		0.86		0.92	

* Data File : D2209210

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : MAIN STREET
Segment : MACARTHUR BLVD TO SUNFLOWER AV
Client : LL&G

Site: SANTA ANA
Date: 09/13/22
Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	19	65	146	594	7	34	112	462	26	99	258	1,056
12:15	24		150		9		128		33		278	
12:30	11		152		8		112		19		264	
12:45	11		146		10		110		21		256	
01:00	17	51	152	656	7	32	105	429	24	83	257	1.085
01:15	10		166		4		98		14		264	
01:30	11		158		11		100		22		258	
01:45	13		180		10		126		23		306	
02:00	12	61	157	865	8	23	112	436	20	84	269	1.301
02:15	5		184		9		98		14		282	
02:30	26		251		2		100		28		351	
02:45	18		273		4		126		22		399	
03:00	8	32	275	1.180	4	43	112	444	12	75	387	1.624
03:15	12		308		12		98		24		406	
03:30	6		289		9		128		15		417	
03:45	6		308		18		106		24		414	
04:00	11	47	384	1,549	18	170	111	420	29	217	495	1,969
04:15	6		396		36		100		42		496	
04:30	13		370		44		93		57		463	
04:45	17		399		72		116		89		515	
05:00	25	99	376	1,598	37	245	102	385	62	344	478	1,983
05:15	13		448		52		89		65		537	
05:30	24		404		56		88		80		492	
05:45	37		370		100		106		137		476	
06:00	30	196	266	940	99	547	131	493	129	743	397	1,433
06:15	54		278		118		118		172		396	
06:30	50		226		156		130		206		356	
06:45	62		170		174		114		236		284	
07:00	75	408	136	421	160	714	99	308	235	1.122	235	729
07:15	105		101		148		78		253		179	
07:30	104		100		194		66		298		166	
07:45	124		84		212		65		336		149	
08:00	131	401	93	333	195	691	56	249	326	1.092	149	582
08:15	88		72		195		72		283		144	
08:30	96		90		162		50		258		140	
08:45	86		78		139		71		225		149	
09:00	97	351	75	278	140	434	60	206	237	785	135	484
09:15	80		64		92		60		172		124	
09:30	97		78		100		52		197		130	
09:45	77		61		102		34		179		95	
10:00	92	353	51	199	80	321	28	171	172	674	79	370
10:15	92		57		78		54		170		111	
10:30	87		51		74		43		161		94	
10:45	82		40		89		46		171		86	
11:00	85	394	34	138	96	405	33	107	181	799	67	245
11:15	84		36		104		32		188		68	
11:30	103		40		92		28		195		68	
11:45	122		28		113		14		235		42	
Totals	2.458		8.751		3.659		4.110		6.117		12.861	
Split%	40.2		68.0		59.8		32.0					
Day Totals		11,209				7,769				18,978		
Day Splits		59.1				40.9						
Peak Hour	07:15		04:45		07:30		06:00		07:30		04:45	
Volume	464		1.627		796		493		1.243		2.022	
Factor	0.89		0.91		0.94		0.94		0.92		0.94	

* Data File : D2209211

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : MAIN STREET
Segment : SUNFLOWER AVE TO REDHILL AVE
Client : LL&G

Site: SANTA ANA
Date: 09/13/22

Interval	NB				SB				Combined				Day:	Tuesday
Begin	AM		PM		AM		PM		AM		PM			
12:00	20	53	165	589	5	29	106	530	25	82	271	1,119		
12:15	12		152		6		133		18		285			
12:30	10		144		14		142		24		286			
12:45	11		128		4		149		15		277			
01:00	19	48	152	592	6	18	139	582	25	66	291	1.174		
01:15	12		139		1		148		13		287			
01:30	12		157		5		138		17		295			
01:45	5		144		6		157		11		301			
02:00	9	60	159	694	5	19	132	499	14	79	291	1.193		
02:15	2		132		9		124		11		256			
02:30	38		203		1		141		39		344			
02:45	11		200		4		102		15		302			
03:00	3	18	238	1.019	2	50	131	477	5	68	369	1.496		
03:15	2		218		9		114		11		332			
03:30	7		277		9		100		16		377			
03:45	6		286		30		132		36		418			
04:00	4	24	352	1,466	20	209	162	594	24	233	514	2,060		
04:15	4		328		37		134		41		462			
04:30	6		386		60		132		66		518			
04:45	10		400		92		166		102		566			
05:00	12	58	497	1,800	39	285	144	686	51	343	641	2,486		
05:15	7		492		56		182		63		674			
05:30	17		429		61		171		78		600			
05:45	22		382		129		189		151		571			
06:00	26	137	270	861	94	596	148	471	120	733	418	1.332		
06:15	31		247		126		134		157		381			
06:30	36		200		174		105		210		305			
06:45	44		144		202		84		246		228			
07:00	50	249	112	356	178	1.088	76	264	228	1.337	188	620		
07:15	57		82		238		72		295		154			
07:30	64		84		292		60		356		144			
07:45	78		78		380		56		458		134			
08:00	86	289	66	237	300	1.085	59	190	386	1.374	125	427		
08:15	63		56		308		50		371		106			
08:30	64		60		233		48		297		108			
08:45	76		55		244		33		320		88			
09:00	85	317	49	196	195	557	36	150	280	874	85	346		
09:15	78		54		134		41		212		95			
09:30	76		44		94		36		170		80			
09:45	78		49		134		37		212		86			
10:00	78	316	55	174	104	387	27	85	182	703	82	259		
10:15	69		48		82		23		151		71			
10:30	80		37		93		18		173		55			
10:45	89		34		108		17		197		51			
11:00	93	451	29	99	92	428	18	89	185	879	47	188		
11:15	108		30		100		33		208		63			
11:30	110		19		122		25		232		44			
11:45	140		21		114		13		254		34			
Totals	2.020		8.083		4.751		4.617		6.771		12.700			
Split%	29.8		63.6		70.2		36.4							
Day Totals		10.103				9.368				19.471				
Day Splits		51.9				48.1								
Peak Hour	11:00		04:45		07:30		05:15		07:30		05:00			
Volume	451		1.818		1.280		690		1.571		2.486			
Factor	0.81		0.91		0.84		0.91		0.86		0.92			

* Data File : D2209212

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : SEGERSTROM AVENUE
Segment : FAIRVIEW ST TO BEAR ST
Client : LL&G

Site: COSTA MESA
Date: 09/13/22

Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	14	33	94	359	15	61	94	408	29	94	188	767
12:15	1		93		21		105		22		198	
12:30	9		90		14		103		23		193	
12:45	9		82		11		106		20		188	
01:00	8	36	85	399	11	31	98	447	19	67	183	846
01:15	14		84		7		104		21		188	
01:30	6		122		7		117		13		239	
01:45	8		108		6		128		14		236	
02:00	15	36	132	556	8	30	125	629	23	66	257	1.185
02:15	8		116		6		142		14		258	
02:30	6		178		8		146		14		324	
02:45	7		130		8		216		15		346	
03:00	15	85	162	623	8	43	198	844	23	128	360	1.467
03:15	9		128		6		190		15		318	
03:30	30		198		9		230		39		428	
03:45	31		135		20		226		51		361	
04:00	24	151	166	653	13	131	274	1,069	37	282	440	1,722
04:15	24		139		19		280		43		419	
04:30	55		178		36		238		91		416	
04:45	48		170		63		277		111		447	
05:00	42	272	166	612	43	195	280	1,152	85	467	446	1,764
05:15	52		156		41		303		93		459	
05:30	86		170		46		291		132		461	
05:45	92		120		65		278		157		398	
06:00	83	388	132	475	48	305	229	736	131	693	361	1,211
06:15	84		123		42		180		126		303	
06:30	98		128		97		191		195		319	
06:45	123		92		118		136		241		228	
07:00	128	722	92	324	89	576	122	468	217	1.298	214	792
07:15	170		76		121		120		291		196	
07:30	236		82		166		110		402		192	
07:45	188		74		200		116		388		190	
08:00	164	546	50	213	168	510	86	312	332	1.056	136	525
08:15	152		60		156		76		308		136	
08:30	130		54		89		90		219		144	
08:45	100		49		97		60		197		109	
09:00	94	379	43	176	84	311	56	232	178	690	99	408
09:15	100		53		75		64		175		117	
09:30	84		40		73		52		157		92	
09:45	101		40		79		60		180		100	
10:00	72	319	45	136	70	326	54	210	142	645	99	346
10:15	84		30		90		63		174		93	
10:30	92		29		78		47		170		76	
10:45	71		32		88		46		159		78	
11:00	64	326	32	107	102	341	44	214	166	667	76	321
11:15	92		21		78		60		170		81	
11:30	90		26		89		84		179		110	
11:45	80		28		72		26		152		54	
Totals	3.293		4.633		2.860		6.721		6.153		11.354	
Split%	53.5		40.8		46.5		59.2					
Day Totals		7,926				9,581				17,507		
Day Splits		45.3				54.7						
Peak Hour	07:15		04:30		07:30		05:00		07:30		04:45	
Volume	758		670		690		1.152		1.430		1.813	
Factor	0.80		0.94		0.86		0.95		0.89		0.98	

Data File : D2209213

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : SEGERSTROM AVENUE
Segment : BEAR ST TO BRISTOL ST
Client : LL&G

Site: COSTA MESA
Date: 09/13/22
Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	16	54	138	581	16	62	94	418	32	116	232	999
12:15	16		149		18		119		34		268	
12:30	8		146		14		94		22		240	
12:45	14		148		14		111		28		259	
01:00	14	46	136	662	12	35	102	484	26	81	238	1.146
01:15	10		156		7		114		17		270	
01:30	14		156		10		122		24		278	
01:45	8		214		6		146		14		360	
02:00	16	47	190	969	10	33	168	745	26	80	358	1.714
02:15	8		195		7		158		15		353	
02:30	11		266		8		205		19		471	
02:45	12		318		8		214		20		532	
03:00	18	103	312	1.299	5	40	245	1.003	23	143	557	2.302
03:15	13		293		10		244		23		537	
03:30	30		368		11		250		41		618	
03:45	42		326		14		264		56		590	
04:00	30	210	366	1,319	13	114	294	1,121	43	324	660	2,440
04:15	35		322		14		273		49		595	
04:30	69		329		31		276		100		605	
04:45	76		302		56		278		132		580	
05:00	58	359	331	1,251	44	187	287	1,214	102	546	618	2,465
05:15	71		328		31		331		102		659	
05:30	100		296		48		304		148		600	
05:45	130		296		64		292		194		588	
06:00	108	511	236	836	48	305	242	801	156	816	478	1,637
06:15	105		228		52		210		157		438	
06:30	122		190		73		201		195		391	
06:45	176		182		132		148		308		330	
07:00	185	1.045	150	508	88	717	123	452	273	1.762	273	960
07:15	272		124		166		112		438		236	
07:30	304		106		208		110		512		216	
07:45	284		128		255		107		539		235	
08:00	260	885	100	357	253	615	100	365	513	1.500	200	722
08:15	252		89		158		95		410		184	
08:30	192		96		104		86		296		182	
08:45	181		72		100		84		281		156	
09:00	134	513	58	232	90	330	56	220	224	843	114	452
09:15	132		60		86		50		218		110	
09:30	108		58		82		48		190		106	
09:45	139		56		72		66		211		122	
10:00	110	474	56	202	77	326	68	218	187	800	124	420
10:15	130		52		86		64		216		116	
10:30	114		40		72		46		186		86	
10:45	120		54		91		40		211		94	
11:00	105	504	38	135	99	368	48	237	204	872	86	372
11:15	139		30		90		67		229		97	
11:30	126		41		92		96		218		137	
11:45	134		26		87		26		221		52	
Totals	4.751		8.351		3.132		7.278		7.883		15.629	
Split%	60.3		53.4		39.7		46.6					
Day Totals		13,102				10,410				23,512		
Day Splits		55.7				44.3						
Peak Hour	07:15		03:30		07:15		05:00		07:15		05:00	
Volume	1.120		1.382		882		1.214		2.002		2.465	
Factor	0.92		0.94		0.86		0.92		0.93		0.94	

Data File : D2209214

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : SEGERSTROM AVENUE
Segment : BRISTOL ST TO FLOWER ST
Client : LL&G

Site: COSTA MESA
Date: 09/13/22
Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	15	56	112	518	21	88	127	490	36	144	239	1,008
12:15	20		114		31		111		51		225	
12:30	10		156		21		120		31		276	
12:45	11		136		15		132		26		268	
01:00	12	42	124	532	14	47	108	544	26	89	232	1,076
01:15	14		134		12		120		26		254	
01:30	6		140		11		160		17		300	
01:45	10		134		10		156		20		290	
02:00	17	47	162	714	12	49	161	744	29	96	323	1,458
02:15	10		174		12		196		22		370	
02:30	8		172		12		207		20		379	
02:45	12		206		13		180		25		386	
03:00	17	113	214	880	9	44	210	903	26	157	424	1.783
03:15	20		208		11		194		31		402	
03:30	28		216		12		244		40		460	
03:45	48		242		12		255		60		497	
04:00	35	254	212	848	16	117	294	1,124	51	371	506	1,972
04:15	42		215		14		262		56		477	
04:30	68		216		34		284		102		500	
04:45	109		205		53		284		162		489	
05:00	72	429	238	899	46	171	267	1,162	118	600	505	2,061
05:15	78		231		35		328		113		559	
05:30	126		216		42		281		168		497	
05:45	153		214		48		286		201		500	
06:00	125	590	164	637	65	276	237	773	190	866	401	1,410
06:15	124		176		56		192		180		368	
06:30	141		152		60		194		201		346	
06:45	200		145		95		150		295		295	
07:00	173	921	118	451	80	553	108	464	253	1.474	226	915
07:15	244		103		136		128		380		231	
07:30	280		102		160		102		440		204	
07:45	224		128		177		126		401		254	
08:00	214	799	84	352	127	439	112	367	341	1.238	196	719
08:15	207		100		104		100		311		200	
08:30	212		86		108		80		320		166	
08:45	166		82		100		75		266		157	
09:00	120	490	65	228	99	366	64	270	219	856	129	498
09:15	128		64		84		64		212		128	
09:30	124		55		96		66		220		121	
09:45	118		44		87		76		205		120	
10:00	104	448	50	163	86	371	78	236	190	819	128	399
10:15	111		45		105		66		216		111	
10:30	121		34		90		48		211		82	
10:45	112		34		90		44		202		78	
11:00	100	463	40	126	128	463	48	310	228	926	88	436
11:15	98		42		108		83		206		125	
11:30	133		24		120		134		253		158	
11:45	132		20		107		45		239		65	
Totals	4.652		6.348		2.984		7.387		7.636		13.735	
Split%	60.9		46.2		39.1		53.8					
Day Totals		11,000				10,371				21,371		
Day Splits		51.5				48.5						
Peak Hour	07:15		05:00		07:15		04:30		07:15		05:00	
Volume	962		899		600		1.163		1.562		2.061	
Factor	0.86		0.94		0.85		0.89		0.89		0.92	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : DYER ROAD
Segment : FLOWER ST TO MAIN ST
Client : LL&G

Site: SANTA ANA
Date: 09/13/22

Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	21	65	122	638	32	121	136	523	53	186	258	1,161
12:15	18		164		41		124		59		288	
12:30	10		194		30		131		40		325	
12:45	16		158		18		132		34		290	
01:00	17	60	151	662	28	66	110	622	45	126	261	1.284
01:15	17		163		13		142		30		305	
01:30	10		172		11		206		21		378	
01:45	16		176		14		164		30		340	
02:00	24	59	206	892	14	56	172	904	38	115	378	1.796
02:15	9		228		14		212		23		440	
02:30	12		198		15		254		27		452	
02:45	14		260		13		266		27		526	
03:00	25	160	218	995	11	48	244	1.022	36	208	462	2.017
03:15	24		214		10		227		34		441	
03:30	43		326		9		278		52		604	
03:45	68		237		18		273		86		510	
04:00	50	371	238	844	12	139	276	1,142	62	510	514	1,986
04:15	64		225		23		246		87		471	
04:30	113		202		42		318		155		520	
04:45	144		179		62		302		206		481	
05:00	94	581	200	838	50	219	319	1,184	144	800	519	2,022
05:15	113		231		53		312		166		543	
05:30	164		217		42		285		206		502	
05:45	210		190		74		268		284		458	
06:00	157	801	156	644	75	298	231	776	232	1,099	387	1,420
06:15	176		184		62		245		238		429	
06:30	216		160		62		176		278		336	
06:45	252		144		99		124		351		268	
07:00	227	1.166	124	431	102	532	130	498	329	1.698	254	929
07:15	306		101		132		134		438		235	
07:30	321		106		152		124		473		230	
07:45	312		100		146		110		458		210	
08:00	293	990	90	396	153	457	103	377	446	1.447	193	773
08:15	240		116		114		104		354		220	
08:30	258		82		84		100		342		182	
08:45	199		108		106		70		305		178	
09:00	157	583	73	261	86	371	93	361	243	954	166	622
09:15	130		80		94		86		224		166	
09:30	172		56		96		102		268		158	
09:45	124		52		95		80		219		132	
10:00	131	515	62	194	90	402	86	279	221	917	148	473
10:15	121		46		114		72		235		118	
10:30	134		42		94		60		228		102	
10:45	129		44		104		61		233		105	
11:00	102	535	39	130	126	483	56	341	228	1,018	95	471
11:15	118		50		104		132		222		182	
11:30	161		17		126		115		287		132	
11:45	154		24		127		38		281		62	
Totals	5.886		6.925		3.192		8.029		9.078		14.954	
Split%	64.8		46.3		35.2		53.7					
Day Totals		12,811				11,221				24,032		
Day Splits		53.3				46.7						
Peak Hour	07:15		03:30		07:15		04:30		07:15		03:30	
Volume	1.232		1.026		583		1.251		1.815		2.099	
Factor	0.96		0.79		0.95		0.98		0.96		0.87	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : MACARTHUR BOULEVARD
Segment : FAIRVIEW ST TO BEAR ST
Client : LL&G

Site: SANTA ANA
Date: 09/13/22
Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	15	59	200	712	19	96	163	681	34	155	363	1,393
12:15	14		178		30		174		44		352	
12:30	20		166		22		176		42		342	
12:45	10		168		25		168		35		336	
01:00	16	50	176	848	11	35	160	814	27	85	336	1.662
01:15	12		178		9		210		21		388	
01:30	12		256		7		198		19		454	
01:45	10		238		8		246		18		484	
02:00	21	63	233	914	3	35	221	1.067	24	98	454	1.981
02:15	10		195		7		220		17		415	
02:30	18		284		18		264		36		548	
02:45	14		202		7		362		21		564	
03:00	24	113	219	890	14	46	247	1.199	38	159	466	2.089
03:15	20		219		6		278		26		497	
03:30	36		236		9		340		45		576	
03:45	33		216		17		334		50		550	
04:00	46	217	230	898	16	117	324	1,424	62	334	554	2,322
04:15	50		230		27		334		77		564	
04:30	77		236		34		377		111		613	
04:45	44		202		40		389		84		591	
05:00	47	277	267	1,021	18	161	358	1,479	65	438	625	2,500
05:15	58		264		30		366		88		630	
05:30	78		248		47		387		125		635	
05:45	94		242		66		368		160		610	
06:00	82	379	198	697	66	314	306	1.031	148	693	504	1,728
06:15	69		207		64		292		133		499	
06:30	96		154		82		244		178		398	
06:45	132		138		102		189		234		327	
07:00	154	1.105	155	590	102	831	164	599	256	1.936	319	1.189
07:15	276		147		180		150		456		297	
07:30	317		148		237		167		554		315	
07:45	358		140		312		118		670		258	
08:00	227	774	122	454	191	651	134	425	418	1.425	256	879
08:15	200		120		197		110		397		230	
08:30	173		106		142		105		315		211	
08:45	174		106		121		76		295		182	
09:00	152	590	84	275	116	436	94	287	268	1,026	178	562
09:15	160		68		110		78		270		146	
09:30	140		72		94		63		234		135	
09:45	138		51		116		52		254		103	
10:00	136	532	72	223	123	499	58	218	259	1,031	130	441
10:15	124		62		132		59		256		121	
10:30	124		53		121		47		245		100	
10:45	148		36		123		54		271		90	
11:00	148	607	47	149	140	535	46	180	288	1,142	93	329
11:15	147		41		119		46		266		87	
11:30	149		34		132		46		281		80	
11:45	163		27		144		42		307		69	
Totals	4.766		7.671		3.756		9.404		8.522		17.075	
Split%	55.9		44.9		44.1		55.1					
Day Totals		12,437				13,160				25,597		
Day Splits		48.6				51.4						
Peak Hour	07:15		05:00		07:30		04:45		07:15		05:00	
Volume	1.178		1.021		937		1.500		2.098		2.500	
Factor	0.82		0.96		0.75		0.96		0.78		0.98	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location	: MACARTHUR BOULEVARD	Site:	SANTA ANA
Segment	: BEAR ST TO S. PLAZA DR	Date:	09/13/22
Client	: LL&G		

Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	24	97	228	862	30	112	197	783	54	209	425	1,645
12:15	29		232		29		218		58		450	
12:30	28		198		26		189		54		387	
12:45	16		204		27		179		43		383	
01:00	20	57	223	952	19	48	165	858	39	105	388	1.810
01:15	19		248		9		228		28		476	
01:30	10		230		10		225		20		455	
01:45	8		251		10		240		18		491	
02:00	29	98	250	1.110	4	46	228	1.153	33	144	478	2.263
02:15	16		268		11		248		27		516	
02:30	29		270		22		294		51		564	
02:45	24		322		9		383		33		705	
03:00	26	150	260	1.154	14	48	318	1.306	40	198	578	2.460
03:15	38		284		5		304		43		588	
03:30	34		329		12		358		46		687	
03:45	52		281		17		326		69		607	
04:00	54	300	302	1,210	16	120	370	1,633	70	420	672	2,843
04:15	68		308		26		400		94		708	
04:30	96		296		34		407		130		703	
04:45	82		304		44		456		126		760	
05:00	83	399	295	1,323	22	182	366	1,682	105	581	661	3,005
05:15	74		356		32		460		106		816	
05:30	110		324		55		434		165		758	
05:45	132		348		73		422		205		770	
06:00	108	532	286	978	68	333	354	1,185	176	865	640	2,163
06:15	102		260		76		334		178		594	
06:30	140		258		83		269		223		527	
06:45	182		174		106		228		288		402	
07:00	212	1.248	204	778	142	1.102	194	726	354	2.350	398	1.504
07:15	312		186		228		196		540		382	
07:30	350		218		302		188		652		406	
07:45	374		170		430		148		804		318	
08:00	370	1.256	150	574	236	741	179	529	606	1.997	329	1.103
08:15	374		168		219		106		593		274	
08:30	284		132		132		138		416		270	
08:45	228		124		154		106		382		230	
09:00	181	747	97	342	108	495	110	400	289	1,242	207	742
09:15	218		93		147		102		365		195	
09:30	171		80		112		104		283		184	
09:45	177		72		128		84		305		156	
10:00	158	664	82	290	123	567	81	283	281	1,231	163	573
10:15	178		84		144		70		322		154	
10:30	146		72		148		66		294		138	
10:45	182		52		152		66		334		118	
11:00	196	816	49	177	142	599	69	222	338	1,415	118	399
11:15	200		62		153		47		353		109	
11:30	204		34		152		54		356		88	
11:45	216		32		152		52		368		84	
Totals	6.364		9.750		4.393		10.760		10.757		20.510	
Split%	59.2		47.5		40.8		52.5					
Day Totals		16,114				15,153				31,267		
Day Splits		51.5				48.5						
Peak Hour	07:30		05:00		07:15		04:45		07:30		05:00	
Volume	1.468		1.323		1.196		1.716		2.655		3.005	
Factor	0.98		0.93		0.70		0.93		0.83		0.92	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : MACARTHUR BOULEVARD
Segment : S. PLAZA DR TO BRISTOL ST
Client : LL&G

Site: COSTA MESA
Date: 09/13/22
Day: Tuesday

Interval	WB				EB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	29	108	182	671	39	120	187	737	68	228	369	1,408
12:15	25		169		29		164		54		333	
12:30	26		176		23		182		49		358	
12:45	28		144		29		204		57		348	
01:00	12	37	155	767	28	77	182	805	40	114	337	1.572
01:15	10		208		16		188		26		396	
01:30	7		198		16		228		23		426	
01:45	8		206		17		207		25		413	
02:00	7	44	208	1.111	36	104	266	1.132	43	148	474	2.243
02:15	14		224		16		248		30		472	
02:30	17		325		23		320		40		645	
02:45	6		354		29		298		35		652	
03:00	18	64	285	1.204	26	164	260	1.093	44	228	545	2.297
03:15	10		256		50		243		60		499	
03:30	18		342		39		286		57		628	
03:45	18		321		49		304		67		625	
04:00	16	121	334	1,489	52	244	261	1,093	68	365	595	2,582
04:15	30		382		66		262		96		644	
04:30	37		369		64		274		101		643	
04:45	38		404		62		296		100		700	
05:00	21	177	376	1,561	60	308	334	1,138	81	485	710	2,699
05:15	38		416		68		268		106		684	
05:30	48		415		80		318		128		733	
05:45	70		354		100		218		170		572	
06:00	66	333	331	1,013	80	419	246	865	146	752	577	1,878
06:15	72		272		95		215		167		487	
06:30	95		224		106		200		201		424	
06:45	100		186		138		204		238		390	
07:00	150	1.106	181	612	177	1.099	188	737	327	2.205	369	1.349
07:15	242		163		262		196		504		359	
07:30	314		143		336		200		650		343	
07:45	400		125		324		153		724		278	
08:00	198	598	142	471	314	1.007	156	578	512	1.605	298	1.049
08:15	173		113		245		172		418		285	
08:30	110		110		246		132		356		242	
08:45	117		106		202		118		319		224	
09:00	122	445	90	344	208	664	120	404	330	1,109	210	748
09:15	108		93		171		104		279		197	
09:30	106		93		136		102		242		195	
09:45	109		68		149		78		258		146	
10:00	90	492	77	255	133	597	99	393	223	1,089	176	648
10:15	144		64		128		112		272		176	
10:30	120		60		167		104		287		164	
10:45	138		54		169		78		307		132	
11:00	120	545	55	207	158	726	48	239	278	1,271	103	446
11:15	126		44		185		88		311		132	
11:30	150		65		207		63		357		128	
11:45	149		43		176		40		325		83	
Totals	4.070		9.705		5.529		9.214		9.599		18.919	
Split%	42.4		51.3		57.6		48.7					
Day Totals		13.775				14.743				28.518		
Day Splits		48.3				51.7						
Peak Hour	07:15		04:45		07:15		04:45		07:15		04:45	
Volume	1.154		1.611		1.236		1.216		2.390		2.827	
Factor	0.72		0.97		0.92		0.91		0.83		0.96	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : MACARTHUR BOULEVARD
Segment : BRISTOL ST TO FLOWER ST
Client : LL&G

Site: SANTA ANA
Date: 09/13/22
Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	33	104	188	838	31	135	238	865	64	239	426	1,703
12:15	32		222		39		243		71		465	
12:30	24		204		37		198		61		402	
12:45	15		224		28		186		43		410	
01:00	14	60	204	893	19	54	224	962	33	114	428	1.855
01:15	17		218		12		238		29		456	
01:30	14		197		9		241		23		438	
01:45	15		274		14		259		29		533	
02:00	16	46	213	996	13	58	226	1.260	29	104	439	2.256
02:15	10		262		9		278		19		540	
02:30	9		264		20		296		29		560	
02:45	11		257		16		460		27		717	
03:00	20	120	255	1.020	16	60	355	1.418	36	180	610	2.438
03:15	22		248		8		292		30		540	
03:30	28		280		14		361		42		641	
03:45	50		237		22		410		72		647	
04:00	44	274	278	1,024	20	136	368	1,715	64	410	646	2,739
04:15	69		270		24		415		93		685	
04:30	76		244		38		424		114		668	
04:45	85		232		54		508		139		740	
05:00	42	338	275	1,156	33	228	414	1,793	75	566	689	2,949
05:15	75		304		50		469		125		773	
05:30	81		282		64		480		145		762	
05:45	140		295		81		430		221		725	
06:00	104	512	230	933	96	376	394	1,288	200	888	624	2,221
06:15	113		265		72		354		185		619	
06:30	148		235		103		304		251		539	
06:45	147		203		105		236		252		439	
07:00	169	1.009	202	817	128	1.101	212	812	297	2.110	414	1.629
07:15	254		214		236		204		490		418	
07:30	298		200		317		205		615		405	
07:45	288		201		420		191		708		392	
08:00	301	1.075	180	672	227	755	151	554	528	1.830	331	1.226
08:15	300		190		192		142		492		332	
08:30	266		154		194		144		460		298	
08:45	208		148		142		117		350		265	
09:00	156	627	154	529	131	560	100	392	287	1,187	254	921
09:15	181		132		162		102		343		234	
09:30	164		129		114		92		278		221	
09:45	126		114		153		98		279		212	
10:00	124	531	104	328	130	590	88	295	254	1,121	192	623
10:15	148		86		150		75		298		161	
10:30	125		74		158		77		283		151	
10:45	134		64		152		55		286		119	
11:00	142	663	56	197	172	772	58	224	314	1,435	114	421
11:15	187		58		191		50		378		108	
11:30	156		42		184		64		340		106	
11:45	178		41		225		52		403		93	
Totals	5.359		9.403		4.825		11.578		10.184		20.981	
Split%	52.6		44.8		47.4		55.2					
Day Totals		14,762				16,403				31,165		
Day Splits		47.4				52.6						
Peak Hour	07:30		05:00		07:15		04:45		07:30		04:45	
Volume	1.187		1.156		1.200		1.871		2.343		2.964	
Factor	0.99		0.95		0.71		0.92		0.83		0.96	

Data File : D2209220

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : MACARTHUR BOULEVARD
Segment : FLOWER ST TO MAIN ST
Client : LL&G

Site: SANTA ANA
Date: 09/13/22
Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	36	93	174	801	38	146	250	842	74	239	424	1,643
12:15	24		203		46		199		70		402	
12:30	15		200		28		195		43		395	
12:45	18		224		34		198		52		422	
01:00	14	50	186	827	20	70	194	866	34	120	380	1.693
01:15	14		197		17		214		31		411	
01:30	8		216		20		236		28		452	
01:45	14		228		13		222		27		450	
02:00	16	53	204	875	13	61	252	1.160	29	114	456	2.035
02:15	14		217		11		232		25		449	
02:30	9		233		26		340		35		573	
02:45	14		221		11		336		25		557	
03:00	20	143	257	956	14	64	323	1.329	34	207	580	2.285
03:15	28		228		8		288		36		516	
03:30	39		239		22		320		61		559	
03:45	56		232		20		398		76		630	
04:00	50	363	232	846	20	112	376	1,690	70	475	608	2,536
04:15	84		238		22		408		106		646	
04:30	117		181		32		455		149		636	
04:45	112		195		38		451		150		646	
05:00	65	494	254	990	22	172	434	1,831	87	666	688	2,821
05:15	110		248		44		501		154		749	
05:30	130		256		52		476		182		732	
05:45	189		232		54		420		243		652	
06:00	136	703	216	850	76	314	362	1,145	212	1,017	578	1,995
06:15	158		216		62		311		220		527	
06:30	207		222		80		266		287		488	
06:45	202		196		96		206		298		402	
07:00	217	1.097	192	816	112	751	199	708	329	1.848	391	1.524
07:15	232		216		184		179		416		395	
07:30	324		224		221		170		545		394	
07:45	324		184		234		160		558		344	
08:00	275	1.097	170	672	148	529	140	524	423	1.626	310	1.196
08:15	296		177		139		130		435		307	
08:30	274		151		134		140		408		291	
08:45	252		174		108		114		360		288	
09:00	162	648	139	529	110	454	100	406	272	1,102	239	935
09:15	172		138		124		105		296		243	
09:30	172		126		90		89		262		215	
09:45	142		126		130		112		272		238	
10:00	120	510	92	311	110	516	84	328	230	1,026	176	639
10:15	137		82		145		86		282		168	
10:30	142		76		118		81		260		157	
10:45	111		61		143		77		254		138	
11:00	162	657	50	189	161	723	62	235	323	1,380	112	424
11:15	158		60		174		56		332		116	
11:30	151		43		184		63		335		106	
11:45	186		36		204		54		390		90	
Totals	5.908		8.662		3.912		11.064		9.820		19.726	
Split%	60.2		43.9		39.8		56.1					
Day Totals		14,570				14,976				29,546		
Day Splits		49.3				50.7						
Peak Hour	07:30		05:00		07:15		04:45		07:30		05:00	
Volume	1.219		990		787		1.862		1.961		2.821	
Factor	0.94		0.97		0.84		0.93		0.88		0.94	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : MACARTHUR BOULEVARD
Segment : MAIN ST TO SR-55 SB RAMP
Client : LL&G

Site: SANTA ANA
Date: 09/13/22
Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	37	123	224	1,036	66	228	333	1,092	103	351	557	2,128
12:15	36		281		68		275		104		556	
12:30	28		254		48		252		76		506	
12:45	22		277		46		232		68		509	
01:00	21	62	270	1,156	44	128	222	1,136	65	190	492	2,292
01:15	12		277		33		296		45		573	
01:30	11		298		29		284		40		582	
01:45	18		311		22		334		40		645	
02:00	24	68	272	1,276	22	112	334	1,435	46	180	606	2,711
02:15	12		322		22		323		34		645	
02:30	17		352		42		392		59		744	
02:45	15		330		26		386		41		716	
03:00	28	168	381	1,418	15	93	402	1,679	43	261	783	3,097
03:15	30		361		20		386		50		747	
03:30	40		347		26		386		66		733	
03:45	70		329		32		505		102		834	
04:00	58	456	331	1,163	32	169	474	1,999	90	625	805	3,162
04:15	102		314		42		482		144		796	
04:30	148		274		40		542		188		816	
04:45	148		244		55		501		203		745	
05:00	112	756	302	1,059	38	312	504	2,101	150	1,068	806	3,160
05:15	170		279		83		538		253		817	
05:30	204		238		80		520		284		758	
05:45	270		240		111		539		381		779	
06:00	228	1,231	220	948	140	558	536	1,720	368	1,789	756	2,668
06:15	282		226		138		440		420		666	
06:30	342		248		140		428		482		676	
06:45	379		254		140		316		519		570	
07:00	350	1,812	274	944	193	843	262	937	543	2,655	536	1,881
07:15	465		216		198		215		663		431	
07:30	486		228		233		246		719		474	
07:45	511		226		219		214		730		440	
08:00	462	1,668	176	720	211	767	214	820	673	2,435	390	1,540
08:15	425		186		208		222		633		408	
08:30	416		182		178		204		594		386	
08:45	365		176		170		180		535		356	
09:00	287	1,037	162	561	184	723	146	630	471	1,760	308	1,191
09:15	264		155		158		172		422		327	
09:30	256		134		200		168		456		302	
09:45	230		110		181		144		411		254	
10:00	218	856	99	376	198	795	150	590	416	1,651	249	966
10:15	208		95		211		144		419		239	
10:30	234		94		184		174		418		268	
10:45	196		88		202		122		398		210	
11:00	210	940	60	259	220	973	128	366	430	1,913	188	625
11:15	220		75		244		73		464		148	
11:30	220		80		234		83		454		163	
11:45	290		44		275		82		565		126	
Totals	9,177		10,916		5,701		14,505		14,878		25,421	
Split%	61.7		42.9		38.3		57.1					
Day Totals		20,093				20,206				40,299		
Day Splits		49.9				50.1						
Peak Hour	07:15		02:30		11:00		05:15		07:15		03:45	
Volume	1,924		1,424		973		2,133		2,785		3,251	
Factor	0.94		0.93		0.88		0.99		0.95		0.97	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : MACARTHUR BOULEVARD
Segment : SR-55 SB TO SR-55 NB RAMPS
Client : LL&G

Site: SANTA ANA
Date: 09/13/22
Day: Tuesday

Interval	WB				EB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	56	207	327	1,142	50	142	262	1,188	106	349	589	2,330
12:15	69		253		36		294		105		547	
12:30	46		284		34		274		80		558	
12:45	36		278		22		358		58		636	
01:00	38	95	266	1,320	21	82	284	1,174	59	177	550	2,494
01:15	22		318		16		306		38		624	
01:30	21		346		20		304		41		650	
01:45	14		390		25		280		39		670	
02:00	13	84	370	1,511	21	92	288	1,276	34	176	658	2,787
02:15	14		342		18		324		32		666	
02:30	33		416		27		320		60		736	
02:45	24		383		26		344		50		727	
03:00	11	72	405	1,639	36	300	342	1,317	47	372	747	2,956
03:15	15		354		54		315		69		669	
03:30	24		424		83		350		107		774	
03:45	22		456		127		310		149		766	
04:00	20	118	470	1,870	131	748	348	1,194	151	866	818	3,064
04:15	24		426		164		275		188		701	
04:30	40		502		204		278		244		780	
04:45	34		472		249		293		283		765	
05:00	28	250	554	1,926	171	1,045	307	1,144	199	1,295	861	3,070
05:15	55		500		220		272		275		772	
05:30	68		402		256		277		324		679	
05:45	99		470		398		288		497		758	
06:00	118	513	436	1,486	290	1,324	260	1,003	408	1,837	696	2,489
06:15	98		381		306		218		404		599	
06:30	126		360		366		264		492		624	
06:45	171		309		362		261		533		570	
07:00	168	843	256	910	382	1,866	222	798	550	2,709	478	1,708
07:15	182		226		477		206		659		432	
07:30	228		236		468		220		696		456	
07:45	265		192		539		150		804		342	
08:00	282	1,087	189	703	490	1,851	176	635	772	2,938	365	1,338
08:15	264		178		458		157		722		335	
08:30	270		170		453		166		723		336	
08:45	271		166		450		136		721		302	
09:00	228	856	124	511	374	1,328	124	513	602	2,184	248	1,024
09:15	220		132		338		151		558		283	
09:30	228		137		336		126		564		263	
09:45	180		118		280		112		460		230	
10:00	200	810	124	539	240	936	97	397	440	1,746	221	936
10:15	190		129		218		92		408		221	
10:30	196		160		232		120		428		280	
10:45	224		126		246		88		470		214	
11:00	227	955	132	436	237	1,050	92	291	464	2,005	224	727
11:15	232		128		249		62		481		190	
11:30	233		106		276		83		509		189	
11:45	263		70		288		54		551		124	
Totals	5,890		13,993		10,764		10,930		16,654		24,923	
Split%	35.4		56.1		64.6		43.9					
Day Totals		19,883				21,694				41,577		
Day Splits		47.8				52.2						
Peak Hour	08:00		04:30		07:15		02:45		07:45		04:30	
Volume	1,087		2,028		1,974		1,351		3,021		3,178	
Factor	0.96		0.92		0.92		0.96		0.94		0.92	

* Data File : D2209223

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : SUNFLOWER AVENUE
Segment : FAIRVIEW ST TO BEAR ST
Client : LL&G

Site: COSTA MESA
Date: 09/13/22
Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	5	19	118	426	7	37	91	325	12	56	209	751
12:15	5		104		11		64		16		168	
12:30	5		98		8		80		13		178	
12:45	4		106		11		90		15		196	
01:00	2	19	97	395	5	14	106	399	7	33	203	794
01:15	5		84		3		95		8		179	
01:30	4		96		2		110		6		206	
01:45	8		118		4		88		12		206	
02:00	10	33	103	588	4	23	124	480	14	56	227	1,068
02:15	8		130		4		96		12		226	
02:30	8		202		10		90		18		292	
02:45	7		153		5		170		12		323	
03:00	10	52	166	496	3	11	126	530	13	63	292	1,026
03:15	8		102		2		132		10		234	
03:30	24		116		2		142		26		258	
03:45	10		112		4		130		14		242	
04:00	5	64	128	503	2	26	162	703	7	90	290	1,206
04:15	12		114		4		172		16		286	
04:30	26		137		6		192		32		329	
04:45	21		124		14		177		35		301	
05:00	22	124	129	548	7	42	196	857	29	166	325	1,405
05:15	30		153		12		218		42		371	
05:30	32		128		9		221		41		349	
05:45	40		138		14		222		54		360	
06:00	26	231	104	382	13	94	148	499	39	325	252	881
06:15	52		96		21		136		73		232	
06:30	79		84		26		111		105		195	
06:45	74		98		34		104		108		202	
07:00	106	700	81	261	35	287	77	324	141	987	158	585
07:15	126		58		56		92		182		150	
07:30	238		58		90		81		328		139	
07:45	230		64		106		74		336		138	
08:00	214	588	44	168	70	262	67	252	284	850	111	420
08:15	136		48		78		52		214		100	
08:30	126		38		66		69		192		107	
08:45	112		38		48		64		160		102	
09:00	86	366	30	122	54	205	56	172	140	571	86	294
09:15	86		30		54		40		140		70	
09:30	98		38		44		46		142		84	
09:45	96		24		53		30		149		54	
10:00	74	325	30	84	56	241	45	137	130	566	75	221
10:15	78		25		53		31		131		56	
10:30	90		20		73		32		163		52	
10:45	83		9		59		29		142		38	
11:00	100	398	23	66	76	302	15	58	176	700	38	124
11:15	92		14		76		16		168		30	
11:30	98		14		78		12		176		26	
11:45	108		15		72		15		180		30	
Totals	2,919		4,039		1,544		4,736		4,463		8,775	
Split%	65.4		46.0		34.6		54.0					
Day Totals		6,958				6,280				13,238		
Day Splits		52.6				47.4						
Peak Hour	07:30		02:15		07:30		05:00		07:30		05:00	
Volume	818		651		344		857		1,162		1,405	
Factor	0.86		0.81		0.81		0.97		0.86		0.95	

* Data File : D2209224

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : SUNFLOWER AVENUE
Segment : BEAR ST TO S. PLAZA DR
Client : LL&G

Site: COSTA MESA
Date: 09/13/22
Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	18	46	214	861	9	47	146	602	27	93	360	1,463
12:15	13		216		12		150		25		366	
12:30	10		203		8		160		18		363	
12:45	5		228		18		146		23		374	
01:00	7	39	250	912	8	32	179	682	15	71	429	1.594
01:15	7		232		8		162		15		394	
01:30	13		224		9		170		22		394	
01:45	12		206		7		171		19		377	
02:00	22	57	214	1.142	6	46	194	736	28	103	408	1.878
02:15	9		238		5		152		14		390	
02:30	16		348		21		169		37		517	
02:45	10		342		14		221		24		563	
03:00	10	55	258	1.021	7	32	226	868	17	87	484	1.889
03:15	10		275		5		234		15		509	
03:30	14		222		6		230		20		452	
03:45	21		266		14		178		35		444	
04:00	9	90	217	965	15	52	245	1,054	24	142	462	2,019
04:15	24		266		7		265		31		531	
04:30	24		224		12		294		36		518	
04:45	33		258		18		250		51		508	
05:00	36	206	247	1,041	20	91	324	1,306	56	297	571	2,347
05:15	45		280		18		338		63		618	
05:30	62		282		27		346		89		628	
05:45	63		232		26		298		89		530	
06:00	53	333	233	811	42	176	230	837	95	509	463	1,648
06:15	73		214		36		218		109		432	
06:30	93		194		40		211		133		405	
06:45	114		170		58		178		172		348	
07:00	113	828	211	705	53	416	132	534	166	1.244	343	1.239
07:15	188		182		87		146		275		328	
07:30	240		136		128		129		368		265	
07:45	287		176		148		127		435		303	
08:00	302	936	126	476	110	437	103	374	412	1.373	229	850
08:15	206		114		126		88		332		202	
08:30	208		116		109		90		317		206	
08:45	220		120		92		93		312		213	
09:00	169	692	111	303	82	405	84	282	251	1,097	195	585
09:15	157		70		107		83		264		153	
09:30	162		58		98		56		260		114	
09:45	204		64		118		59		322		123	
10:00	152	622	56	169	100	398	59	189	252	1,020	115	358
10:15	126		45		83		44		209		89	
10:30	156		46		104		47		260		93	
10:45	188		22		111		39		299		61	
11:00	236	823	40	123	132	557	24	90	368	1,380	64	213
11:15	170		29		136		20		306		49	
11:30	211		26		159		24		370		50	
11:45	206		28		130		22		336		50	
Totals	4.727		8.529		2.689		7.554		7.416		16.083	
Split%	63.7		53.0		36.3		47.0					
Day Totals		13,256				10,243				23,499		
Day Splits		56.4				43.6						
Peak Hour	07:30		02:30		11:00		05:00		07:30		05:00	
Volume	1.035		1.223		557		1.306		1.547		2.347	
Factor	0.86		0.88		0.88		0.94		0.89		0.93	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : SUNFLOWER AVENUE
Segment : S. PLAZA DR TO BRISTOL ST
Client : LL&G

Site: COSTA MESA
Date: 09/13/22

Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	23	62	208	808	10	43	158	572	33	105	366	1,380
12:15	18		188		8		135		26		323	
12:30	15		204		13		150		28		354	
12:45	6		208		12		129		18		337	
01:00	9	37	230	931	10	39	167	640	19	76	397	1.571
01:15	14		229		9		152		23		381	
01:30	6		243		9		153		15		396	
01:45	8		229		11		168		19		397	
02:00	21	59	206	1.112	10	38	166	669	31	97	372	1.781
02:15	14		254		8		153		22		407	
02:30	16		296		9		158		25		454	
02:45	8		356		11		192		19		548	
03:00	11	58	260	970	5	33	206	782	16	91	466	1.752
03:15	10		240		6		196		16		436	
03:30	15		226		8		190		23		416	
03:45	22		244		14		190		36		434	
04:00	8	81	229	909	12	55	228	984	20	136	457	1,893
04:15	16		232		12		252		28		484	
04:30	24		210		9		266		33		476	
04:45	33		238		22		238		55		476	
05:00	40	198	260	939	18	93	304	1,236	58	291	564	2,175
05:15	37		224		21		303		58		527	
05:30	62		247		17		323		79		570	
05:45	59		208		37		306		96		514	
06:00	50	307	228	792	35	159	232	841	85	466	460	1,633
06:15	64		202		28		222		92		424	
06:30	83		198		36		222		119		420	
06:45	110		164		60		165		170		329	
07:00	94	790	216	766	56	401	135	497	150	1.191	351	1.263
07:15	185		194		81		138		266		332	
07:30	226		176		116		122		342		298	
07:45	285		180		148		102		433		282	
08:00	282	860	188	613	119	478	90	321	401	1.338	278	934
08:15	198		150		110		89		308		239	
08:30	202		143		117		74		319		217	
08:45	178		132		132		68		310		200	
09:00	160	538	136	411	108	500	64	224	268	1,038	200	635
09:15	110		110		110		58		220		168	
09:30	130		91		118		53		248		144	
09:45	138		74		164		49		302		123	
10:00	118	493	72	201	162	523	43	141	280	1,016	115	342
10:15	102		52		114		37		216		89	
10:30	137		46		124		28		261		74	
10:45	136		31		123		33		259		64	
11:00	178	755	36	118	144	591	18	79	322	1,346	54	197
11:15	175		34		129		20		304		54	
11:30	200		28		164		21		364		49	
11:45	202		20		154		20		356		40	
Totals	4.238		8.570		2.953		6.986		7.191		15.556	
Split%	58.9		55.1		41.1		44.9					
Day Totals		12,808				9,939				22,747		
Day Splits		56.3				43.7						
Peak Hour	07:30		02:15		11:00		05:00		07:30		05:00	
Volume	991		1.166		591		1.236		1.484		2.175	
Factor	0.87		0.82		0.90		0.96		0.86		0.95	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : SUNFLOWER AVENUE
Segment : BRISTOL ST TO FLOWER ST
Client : LL&G

Site: COSTA MESA
Date: 09/13/22
Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	11	52	95	454	17	60	142	499	28	112	237	953
12:15	12		113		17		136		29		249	
12:30	19		100		13		112		32		212	
12:45	10		146		13		109		23		255	
01:00	10	27	122	586	9	40	130	461	19	67	252	1.047
01:15	5		156		7		110		12		266	
01:30	5		153		10		113		15		266	
01:45	7		155		14		108		21		263	
02:00	12	33	136	711	4	28	124	503	16	61	260	1.214
02:15	6		169		2		112		8		281	
02:30	7		214		14		118		21		332	
02:45	8		192		8		149		16		341	
03:00	8	37	232	785	5	28	162	560	13	65	394	1.345
03:15	16		173		6		108		22		281	
03:30	5		180		9		125		14		305	
03:45	8		200		8		165		16		365	
04:00	8	76	205	870	4	29	150	647	12	105	355	1,517
04:15	12		224		6		163		18		387	
04:30	24		212		5		168		29		380	
04:45	32		229		14		166		46		395	
05:00	22	126	220	934	12	77	234	967	34	203	454	1,901
05:15	22		237		22		246		44		483	
05:30	32		259		14		250		46		509	
05:45	50		218		29		237		79		455	
06:00	46	262	199	744	30	145	166	537	76	407	365	1.281
06:15	58		234		25		150		83		384	
06:30	70		176		44		115		114		291	
06:45	88		135		46		106		134		241	
07:00	90	640	140	535	52	373	106	391	142	1.013	246	926
07:15	132		120		77		78		209		198	
07:30	194		142		110		117		304		259	
07:45	224		133		134		90		358		223	
08:00	224	696	140	467	116	424	104	342	340	1.120	244	809
08:15	186		118		129		95		315		213	
08:30	144		105		97		70		241		175	
08:45	142		104		82		73		224		177	
09:00	127	398	104	363	63	301	68	301	190	699	172	664
09:15	80		85		74		82		154		167	
09:30	95		94		70		83		165		177	
09:45	96		80		94		68		190		148	
10:00	101	402	78	224	82	336	56	187	183	738	134	411
10:15	101		72		72		54		173		126	
10:30	90		41		88		42		178		83	
10:45	110		33		94		35		204		68	
11:00	108	444	36	124	102	435	27	107	210	879	63	231
11:15	96		28		91		28		187		56	
11:30	128		34		124		27		252		61	
11:45	112		26		118		25		230		51	
Totals	3.193		6.797		2.276		5.502		5.469		12.299	
Split%	58.4		55.3		41.6		44.7					
Day Totals		9.990				7.778				17.768		
Day Splits		56.2				43.8						
Peak Hour	07:30		04:45		07:30		05:00		07:30		05:00	
Volume	828		945		489		967		1.317		1.901	
Factor	0.92		0.91		0.91		0.97		0.92		0.93	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : SUNFLOWER AVENUE
Segment : MAIN ST TO FLOWER ST
Client : LL&G

Site: COSTA MESA
Date: 09/13/22

Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	7	33	97	424	12	34	122	417	19	67	219	841
12:15	9		107		11		101		20		208	
12:30	10		100		4		91		14		191	
12:45	7		120		7		103		14		223	
01:00	5	18	116	542	12	34	89	381	17	52	205	923
01:15	4		138		5		90		9		228	
01:30	4		138		9		90		13		228	
01:45	5		150		8		112		13		262	
02:00	6	24	108	564	1	23	107	423	7	47	215	987
02:15	8		144		4		74		12		218	
02:30	4		140		13		122		17		262	
02:45	6		172		5		120		11		292	
03:00	8	39	166	577	6	20	108	487	14	59	274	1.064
03:15	14		124		6		100		20		224	
03:30	4		141		6		139		10		280	
03:45	13		146		2		140		15		286	
04:00	5	83	159	691	4	28	144	668	9	111	303	1,359
04:15	15		190		4		156		19		346	
04:30	33		176		6		178		39		354	
04:45	30		166		14		190		44		356	
05:00	23	153	160	705	6	62	265	914	29	215	425	1,619
05:15	28		188		6		235		34		423	
05:30	44		194		20		230		64		424	
05:45	58		163		30		184		88		347	
06:00	48	332	139	550	24	164	152	489	72	496	291	1,039
06:15	86		173		34		143		120		316	
06:30	82		126		62		96		144		222	
06:45	116		112		44		98		160		210	
07:00	95	733	108	384	51	264	58	265	146	997	166	649
07:15	158		96		56		74		214		170	
07:30	222		88		89		63		311		151	
07:45	258		92		68		70		326		162	
08:00	222	716	78	267	76	262	56	175	298	978	134	442
08:15	190		62		72		38		262		100	
08:30	148		67		62		44		210		111	
08:45	156		60		52		37		208		97	
09:00	125	386	56	216	54	237	37	164	179	623	93	380
09:15	86		65		58		51		144		116	
09:30	84		50		72		36		156		86	
09:45	91		45		53		40		144		85	
10:00	83	329	42	122	52	240	41	106	135	569	83	228
10:15	84		37		56		25		140		62	
10:30	76		22		56		20		132		42	
10:45	86		21		76		20		162		41	
11:00	96	381	24	82	86	380	18	56	182	761	42	138
11:15	102		20		96		16		198		36	
11:30	99		18		81		13		180		31	
11:45	84		20		117		9		201		29	
Totals	3.227		5.124		1.748		4.545		4.975		9.669	
Split%	64.9		53.0		35.1		47.0					
Day Totals		8,351				6,293				14,644		
Day Splits		57.0				43.0						
Peak Hour	07:30		04:45		11:00		04:45		07:30		04:45	
Volume	892		708		380		920		1.197		1.628	
Factor	0.86		0.91		0.81		0.87		0.92		0.96	

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : BRISTOL STREET
Segment : S/O BAKER STREET
Client : LL&G

Site: COSTA MESA
Date: 10/25/22

Interval	NB				SB				Combined				Day:	Tuesday
Begin	AM		PM		AM		PM		AM		PM			
12:00	18	63	272	1,025	13	43	223	890	31	106	495	1,915		
12:15	26		215		14		237		40		452			
12:30	11		252		8		237		19		489			
12:45	8		286		8		193		16		479			
01:00	10	47	228	952	6	39	196	835	16	86	424	1.787		
01:15	5		290		6		201		11		491			
01:30	20		211		15		220		35		431			
01:45	12		223		12		218		24		441			
02:00	14	31	226	852	11	41	162	727	25	72	388	1.579		
02:15	6		229		7		200		13		429			
02:30	4		219		14		187		18		406			
02:45	7		178		9		178		16		356			
03:00	3	19	208	927	7	32	196	793	10	51	404	1.720		
03:15	0		204		4		199		4		403			
03:30	12		211		7		182		19		393			
03:45	4		304		14		216		18		520			
04:00	11	53	238	942	8	61	196	784	19	114	434	1,726		
04:15	20		210		14		176		34		386			
04:30	10		250		23		192		33		442			
04:45	12		244		16		220		28		464			
05:00	12	88	334	1,066	23	163	216	960	35	251	550	2,026		
05:15	26		290		30		246		56		536			
05:30	18		248		47		226		65		474			
05:45	32		194		63		272		95		466			
06:00	34	167	216	771	56	403	196	689	90	570	412	1,460		
06:15	34		174		97		184		131		358			
06:30	43		209		124		176		167		385			
06:45	56		172		126		133		182		305			
07:00	83	455	174	578	156	776	122	479	239	1.231	296	1.057		
07:15	109		128		168		129		277		257			
07:30	112		120		218		128		330		248			
07:45	151		156		234		100		385		256			
08:00	128	557	119	399	222	854	95	356	350	1.411	214	755		
08:15	167		110		224		93		391		203			
08:30	126		86		206		82		332		168			
08:45	136		84		202		86		338		170			
09:00	136	530	89	289	151	642	76	259	287	1,172	165	548		
09:15	120		83		181		62		301		145			
09:30	130		71		150		62		280		133			
09:45	144		46		160		59		304		105			
10:00	136	548	53	197	148	604	44	166	284	1,152	97	363		
10:15	146		64		120		43		266		107			
10:30	128		48		160		42		288		90			
10:45	138		32		176		37		314		69			
11:00	179	740	40	133	176	738	30	100	355	1,478	70	233		
11:15	162		50		172		26		334		76			
11:30	197		22		178		22		375		44			
11:45	202		21		212		22		414		43			
Totals	3,298		8.131		4,396		7.038		7.694		15.169			
Split%	42.9		53.6		57.1		46.4							
Day Totals		11,429				11,434				22,863				
Day Splits		50.0				50.0								
Peak Hour	11:00		04:30		07:30		05:00		11:00		05:00			
Volume	740		1.118		898		960		1.478		2.026			
Factor	0.92		0.84		0.96		0.88		0.89		0.92			

APPENDIX B-II

HISTORIC TRAFFIC COUNT DATA

4.2 STUDY INTERSECTION GEOMETRY AND PEAK HOUR VOLUMES

Intersections were selected in consultation with the City of Santa Ana based on expected traffic impacts and vehicle volumes. The existing study intersection lane geometries are provided in the Appendix. Year 2020 AM peak hour turning movement volumes are shown in Table 4-1, and the PM peak hour volumes are shown in Table 4-2.

Table 4-1 Existing Year 2020 Volumes – AM Peak Hour

ID	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Euclid Street and Bolsa Avenue	124	1044	179	207	1844	104	218	811	153	184	586	188
2	Euclid Street and McFadden Avenue	145	1100	131	137	1906	158	227	463	287	166	368	140
3	Euclid Street and Edinger Avenue	134	845	72	127	1842	169	172	753	460	100	609	111
4	Newhope Street and Hazard Avenue	98	738	105	91	1341	123	78	199	147	51	170	68
5	Newhope Street and McFadden Avenue	110	491	173	119	1183	110	135	492	160	176	449	100
6	Harbor Boulevard and SR-22 WB Off-Ramp / Banner Drive	70	1274	0	0	1354	18	74	0	121	836	44	117
7	Trask Avenue and SR-22 EB On-Ramp	0	0	0	0	0	0	651	815	0	0	738	138
8	Harbor Boulevard and Westminster Avenue	178	1173	251	212	1663	95	176	927	33	212	574	156
9	Harbor Boulevard and 1st Street	117	935	202	227	1914	124	140	932	181	245	621	145
10	Harbor Boulevard and McFadden Avenue	104	1059	101	182	1919	64	167	435	130	190	430	123
11	Harbor Boulevard and Edinger Avenue	103	772	146	183	2105	61	107	644	323	221	491	204
12	Harbor Boulevard and Warner Avenue	115	701	178	457	2059	123	97	1385	364	151	792	134
13	Harbor Boulevard and Segerstrom Avenue	111	791	50	171	2299	86	88	737	297	117	362	82
14	Hyland Avenue / OCTA Bus Base and MacArthur Boulevard	69	3	19	8	2	19	7	1953	775	64	490	20
15	Harbor Boulevard and MacArthur Boulevard	128	898	92	316	1820	126	126	1141	344	133	443	132
16	Harbor Boulevard and Sunflower Avenue	217	1107	205	246	2324	57	9	109	42	130	166	94
17	Harbor Boulevard and I-405 NB Off-Ramp	0	1567	0	0	2327	0	0	0	0	508	0	894
18	Harbor Boulevard and I-405 SB Off-Ramp	0	1729	0	0	1504	0	385	0	429	0	0	0
19	Fairview Street and Civic Center Drive	6	1278	414	243	1402	6	6	23	23	300	9	155
20	Fairview Street and 1st Street	157	1206	227	241	1401	161	214	1233	191	163	732	245
21	Fairview Street and McFadden Avenue	121	1294	173	142	1727	125	221	522	120	194	500	40
22	Fairview Street and	188	831	116	215	1503	127	237	657	176	421	553	110

ID	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
	Edinger Avenue												
23	Fairview Street and Warner Avenue	215	952	125	205	1628	119	69	1010	301	307	926	300
24	Fairview Street and MacArthur Boulevard	248	771	89	307	1546	173	125	1019	150	235	494	140
25	Fairview Road and Sunflower Avenue	185	1071	163	204	1738	111	49	322	65	306	256	132
26	Greenville Street and Edinger Avenue	186	0	251	0	0	0	0	960	234	172	915	0
27	Greenville Street and Segerstrom Avenue	47	193	78	154	472	160	33	739	118	164	662	76
28	Raitt Street and McFadden Avenue	62	570	90	100	762	104	116	704	90	172	542	97
29	Raitt Street and Edinger Avenue	188	501	181	152	716	85	165	1008	145	117	916	54
30	Bear Street and MacArthur Boulevard	81	280	119	199	756	300	97	1663	114	70	1180	100
31	Bristol Street and 17th Street	192	988	167	335	1376	181	324	963	156	359	824	273
32	Bristol Street and Civic Center Drive	123	1087	96	318	1284	80	149	755	93	121	401	83
33	Bristol Street and Santa Ana Boulevard	65	1419	197	137	1507	41	83	403	35	96	240	41
34	Bristol Street and 1st Street	183	1278	162	275	1133	160	206	1268	128	108	813	119
35	Bristol Street and McFadden Avenue	118	1054	53	161	1571	162	275	472	232	155	432	50
36	Bristol Street and Warner Avenue	192	862	159	386	1307	148	206	1149	286	188	860	146
37	Bristol Street and Segerstrom Avenue	65	725	136	283	1011	119	189	913	84	122	554	71
38	Bristol Street and Alton Avenue	9	628	47	227	1571	36	190	117	244	41	87	31
39	Bristol Street and MacArthur Boulevard	92	478	120	326	1419	148	192	1394	283	191	910	132
40	Bristol Street and Sunflower Avenue	94	461	136	245	1388	104	114	942	381	246	400	138
41	Bristol Street and I-405 NB Ramps	0	1489	191	0	1967	8	0	0	34	121	73	665
42	Bristol Street and I-405 SB Ramps	113	1108	0	0	985	847	573	0	524	0	0	0
43	Flower Street and Santa Ana Boulevard	87	811	118	168	568	76	114	710	81	101	323	135
44	Flower Street and 1st Street	139	602	159	175	554	58	165	1514	60	209	861	123
45	Flower Street and McFadden Avenue	60	438	38	66	367	53	51	581	44	64	432	58
46	Flower Street and Segerstrom Avenue	63	331	73	98	544	120	155	1065	297	74	546	60
47	Flower Street and MacArthur Boulevard	22	142	73	163	352	264	165	1879	80	54	909	58
48	Main Street and La Veta Avenue	84	579	300	198	1034	173	350	495	215	316	276	230
49	Main Street and Mainplace Drive / Memory Lane	28	764	250	32	1244	260	148	233	16	198	226	15

ID	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
50	Main Street and 17th Street	128	760	163	195	1086	70	116	1225	61	325	1300	19
51	Main Street and Civic Center Drive	138	901	79	59	1042	159	90	545	99	43	566	34
52	Main Street and Santa Ana Boulevard	68	1083	0	0	1107	98	0	0	0	61	848	65
53	Main Street and 4th Street	0	977	23	0	1098	27	0	93	14	0	114	28
54	Main Street and 1st Street	116	596	60	88	882	65	119	1393	147	88	1097	61
55	Main Street and McFadden Avenue	89	838	42	175	1364	27	42	396	43	140	373	107
56	Main Street and Edinger Avenue	109	617	67	228	1052	55	75	971	131	122	709	87
57	Main Street and MacArthur Boulevard	54	311	264	645	848	192	240	1393	252	146	435	218
58	Penn Way and 17th Street	43	0	217	0	0	0	0	1238	631	214	1722	0
59	Santiago Street / I-5 NB Ramps and 17th Street	768	35	22	57	0	295	99	1040	376	0	1245	20
60	Penn Way and I-5 SB Ramps	0	158	140	799	165	0	0	0	0	179	0	100
61	Santiago Street and Civic Center Drive	206	143	20	5	303	74	121	46	246	72	66	13
62	Santiago Street and Santa Ana Boulevard	24	71	56	311	161	133	48	474	14	108	807	271
63	Standard Avenue and 4th Street	-	-	-	-	-	-	-	-	-	-	-	-
64	Standard Avenue and 1st Street	108	191	119	12	231	25	86	1317	214	64	1012	12
65	Standard Avenue and McFadden Avenue	74	284	128	220	531	37	17	589	71	138	366	82
66	Halladay Street and Warner Avenue	43	0	100	0	0	0	0	1283	145	160	607	0
67	Halladay Street and Dyer Road	11	18	49	183	37	39	41	1375	10	115	626	101
68	SR-55 SB Ramps and MacArthur Boulevard	0	0	0	961	0	870	0	1441	1027	0	1275	145
69	SR-55 NB Ramps and MacArthur Boulevard	908	0	976	0	0	0	0	1609	796	0	517	244
70	SR-55 SB Ramps and Dyer Road	221	26	505	50	242	60	35	1338	285	408	647	108
71	Glassell Street and La Veta Avenue	263	412	125	17	358	79	38	195	375	236	249	6
72	Glassell Street and SR-22 WB Ramps	500	561	0	0	743	346	0	0	0	285	5	426
73	Glassell Street / Grand Avenue and SR-22 EB Ramps	0	818	218	280	733	0	258	0	1012	0	0	0
74	Grand Avenue and Fairhaven Avenue	18	737	106	174	1444	32	99	60	59	254	28	229
75	Grand Avenue and Santa Clara Avenue	66	463	119	290	1418	319	143	233	48	120	231	211
76	Grand Avenue and 17th Street	163	476	327	286	1198	235	224	835	106	309	807	88
77	Grand Avenue and I-5 NB Ramps	0	831	480	58	1869	0	0	0	0	456	0	126
78	Grand Avenue and	71	1003	51	141	1166	1029	263	217	428	5	373	34

ID	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
	Santa Ana Boulevard												
79	Grand Avenue and 1st Street	213	751	35	99	1432	174	332	793	225	247	867	99
80	Grand Avenue and Chestnut Avenue	53	737	163	149	1788	49	60	419	110	118	347	216
81	Grand Avenue and McFadden Avenue	171	722	108	237	1590	155	186	601	182	117	420	106
82	Grand Avenue and Edinger Avenue	47	472	92	224	1146	224	319	1332	128	151	579	126
83	Grand Avenue and Warner Avenue	169	510	218	199	574	194	256	914	359	88	388	131
84	SR-55 NB Ramps and Dyer Road	557	0	456	0	0	0	0	1533	613	0	719	433
85	Cambridge Street and La Veta Avenue	160	204	0	0	480	245	117	0	187	0	0	0
86	Cambridge Street and Fairhaven Avenue	0	0	0	515	0	166	80	216	0	0	247	192
87	Mabury Street and 1st Street	10	0	244	238	141	533	0	1062	11	46	701	0
88	Tustin Street and La Veta Avenue	8	333	96	74	1452	4	9	11	35	447	2	69
89	Tustin Street and SR-22 WB On-Ramp	656	610	0	0	1395	833	0	0	0	0	0	0
90	Tustin Street and SR-22 EB Off-Ramp / Seba Avenue	0	996	5	22	1349	0	244	24	1051	6	0	43
91	Tustin Street and Fairhaven Avenue	89	514	90	235	2026	40	68	258	444	306	338	442
92	Tustin Avenue and Santa Clara Avenue	73	397	74	127	2600	82	101	255	186	118	244	122
93	Tustin Avenue and 17th Street	111	198	236	602	1737	19	187	738	126	488	770	188
94	Tustin Avenue and 4th Street	48	245	219	664	845	262	114	676	28	103	579	376
95	SR-55 SB Ramps / Auto Mall Drive and Edinger Avenue	421	63	498	50	30	8	28	1104	408	399	940	123
96	SR-55 NB Ramps / Del Amo Avenue and Newport Avenue	227	60	38	14	344	504	253	153	146	8	223	4
97	Red Hill Avenue and Edinger Avenue	81	299	85	226	960	450	190	611	130	224	1085	152
98	Red Hill Avenue and Warner Avenue	56	339	46	19	891	179	202	343	253	98	349	62
99	Red Hill Avenue and Barranca Parkway	127	316	104	199	876	115	118	710	281	578	645	126
100	Red Hill Avenue and Alton Parkway	174	512	321	251	1141	183	9	28	28	223	189	106
101	Red Hill Avenue and MacArthur Boulevard	64	569	10	208	537	492	1248	645	106	23	223	571
102	Red Hill Avenue and Main Street	162	556	361	67	313	108	139	1309	254	154	309	73
103	I-5 SB Ramps and Santa Ana Boulevard	0	0	0	367	0	36	323	554	0	0	1130	330
104	Tustin Ranch Road and Warner Avenue	0	0	0	265	0	33	18	238	0	0	1717	395

ID	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
105	Von Karman Avenue and Barranca Parkway	107	142	85	119	1164	509	130	488	163	769	1263	39

Table 4-2 Existing Year 2020 Volumes – PM Peak Hour

ID	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Euclid Street and Bolsa Avenue	159	1477	119	185	1053	199	212	678	106	217	909	217
2	Euclid Street and McFadden Avenue	175	1426	92	110	1354	164	183	419	185	127	532	246
3	Euclid Street and Edinger Avenue	526	1572	112	122	803	204	161	622	186	91	840	136
4	Newhope Street and Hazard Avenue	116	1281	50	49	1038	124	108	214	131	32	202	58
5	Newhope Street and McFadden Avenue	202	1084	190	164	733	142	81	496	72	107	589	168
6	Harbor Boulevard and SR-22 WB Off-Ramp / Banner Drive	88	1992	0	0	1519	49	93	0	78	593	80	170
7	Trask Avenue and SR-22 EB On-Ramp	0	0	0	0	0	0	838	628	0	0	606	57
8	Harbor Boulevard and Westminster Avenue	276	1374	325	207	1430	165	187	667	32	230	797	181
9	Harbor Boulevard and 1st Street	287	1480	164	278	1218	164	188	766	145	230	1073	175
10	Harbor Boulevard and McFadden Avenue	167	1716	125	298	1273	115	214	520	65	211	506	146
11	Harbor Boulevard and Edinger Avenue	282	1773	214	283	822	75	134	564	100	140	813	271
12	Harbor Boulevard and Warner Avenue	774	3713	279	274	1525	182	241	1707	390	260	2700	862
13	Harbor Boulevard and Segerstrom Avenue	299	1881	60	91	1027	91	111	552	181	99	1074	390
14	Hyland Avenue / OCTA Bus Base and MacArthur Boulevard	1201	7	70	12	4	14	36	891	160	25	2350	12
15	Harbor Boulevard and MacArthur Boulevard	588	1519	88	213	1073	176	140	489	181	87	1467	276
16	Harbor Boulevard and Sunflower Avenue	178	1771	263	112	1393	42	67	182	189	254	533	199
17	Harbor Boulevard and I-405 NB Off-Ramp	0	1529	0	0	2475	0	0	0	0	701	0	1132
18	Harbor Boulevard and I-405 SB Off-Ramp	0	1861	0	0	2147	0	157	0	722	0	0	0
19	Fairview Street and Civic Center Drive	5	1430	402	144	1338	0	2	5	4	438	0	162
20	Fairview Street and 1st Street	149	1094	99	203	1264	251	215	870	151	159	1204	186
21	Fairview Street and McFadden Avenue	159	1462	127	155	1257	196	244	659	163	158	545	134
22	Fairview Street and Edinger Avenue	188	1793	110	198	616	151	230	703	188	373	789	173
23	Fairview Street and Warner Avenue	217	1728	161	188	951	96	197	955	148	188	1108	240
24	Fairview Street and MacArthur Boulevard	243	1672	91	171	955	88	280	731	246	179	1365	239
25	Fairview Road and Sunflower Avenue	201	1806	393	144	1196	83	203	430	95	265	664	173

ID	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
26	Greenville Street and Edinger Avenue	327	0	218	0	0	0	0	982	200	95	1128	0
27	Greenville Street and Segerstrom Avenue	57	476	36	61	200	61	108	823	47	27	1037	148
28	Raitt Street and McFadden Avenue	58	835	130	45	474	76	126	747	65	88	742	102
29	Raitt Street and Edinger Avenue	190	816	229	111	384	96	139	961	137	86	972	87
30	Bear Street and MacArthur Boulevard	200	962	251	112	271	82	97	910	94	93	1673	266
31	Bristol Street and 17th Street	236	1148	191	243	1293	220	336	750	136	284	1069	362
32	Bristol Street and Civic Center Drive	200	1399	73	136	1250	128	190	534	63	169	723	82
33	Bristol Street and Santa Ana Boulevard	75	1524	87	105	1402	53	59	163	38	233	371	100
34	Bristol Street and 1st Street	286	1235	182	206	1115	252	189	1062	136	217	1330	126
35	Bristol Street and McFadden Avenue	213	1566	85	84	1171	270	262	512	102	97	504	59
36	Bristol Street and Warner Avenue	309	1157	211	251	838	163	193	868	153	173	1021	299
37	Bristol Street and Segerstrom Avenue	179	1322	233	92	843	176	200	716	57	119	1074	54
38	Bristol Street and Alton Avenue	43	1681	158	119	896	56	75	105	195	91	150	29
39	Bristol Street and MacArthur Boulevard	335	1428	260	223	821	129	357	796	169	265	1536	290
40	Bristol Street and Sunflower Avenue	645	1363	220	201	750	215	293	573	222	263	1012	322
41	Bristol Street and I-405 NB Ramps	0	2094	183	0	2148	20	0	0	194	357	306	1184
42	Bristol Street and I-405 SB Ramps	127	1555	0	0	1506	880	740	0	331	0	0	0
43	Flower Street and Santa Ana Boulevard	124	754	62	104	530	48	134	386	63	146	510	151
44	Flower Street and 1st Street	132	625	149	170	466	135	139	1217	101	210	1415	147
45	Flower Street and McFadden Avenue	42	567	35	46	352	57	64	478	19	48	595	85
46	Flower Street and Segerstrom Avenue	120	843	80	66	369	106	158	786	83	75	1258	81
47	Flower Street and MacArthur Boulevard	133	634	74	85	205	197	209	994	63	62	1989	177
48	Main Street and La Veta Avenue	307	938	439	145	911	235	296	422	189	257	513	206
49	Main Street and Mainplace Drive / Memory Lane	90	945	179	51	1055	139	293	325	87	185	151	73
50	Main Street and 17th Street	197	1019	222	173	757	117	221	1237	73	178	1089	72
51	Main Street and Civic Center Drive	89	1126	94	61	995	63	159	881	105	38	384	39
52	Main Street and Santa Ana Boulevard	54	1229	0	0	1083	53	0	0	0	65	656	85
53	Main Street and 4th Street	0	1055	50	0	1037	47	0	98	55	0	181	46

ID	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
54	Main Street and 1st Street	169	826	72	175	671	143	120	1214	90	114	1275	89
55	Main Street and McFadden Avenue	146	1147	71	134	908	66	78	345	42	85	480	216
56	Main Street and Edinger Avenue	99	1050	48	122	609	83	127	752	84	97	1296	134
57	Main Street and MacArthur Boulevard	488	1169	321	283	368	278	298	613	59	198	1570	456
58	Penn Way and 17th Street	848	0	414	0	0	0	0	1590	513	123	1440	0
59	Santiago Street / I-5 NB Ramps and 17th Street	345	46	18	51	0	133	120	1099	722	0	1525	41
60	Penn Way and I-5 SB Ramps	0	363	238	550	127	0	0	0	0	175	0	150
61	Santiago Street and Civic Center Drive	97	299	30	13	187	48	266	76	269	14	19	18
62	Santiago Street and Santa Ana Boulevard	36	133	84	297	120	61	71	649	20	73	492	187
63	Standard Avenue and 4th Street	-	-	-	-	-	-	-	-	-	-	-	-
64	Standard Avenue and 1st Street	185	367	119	19	189	23	177	1218	129	91	1148	21
65	Standard Avenue and McFadden Avenue	169	667	82	137	300	52	53	351	60	117	712	206
66	Halladay Street and Warner Avenue	169	0	352	0	0	0	2	926	93	141	1121	0
67	Halladay Street and Dyer Road	41	180	208	114	15	32	150	1298	9	45	1451	116
68	SR-55 SB Ramps and MacArthur Boulevard	0	0	0	288	0	697	0	1167	1040	0	1532	602
69	SR-55 NB Ramps and MacArthur Boulevard	641	0	426	0	0	0	0	711	731	0	1501	1081
70	SR-55 SB Ramps and Dyer Road	319	10	240	103	226	110	65	1523	207	556	991	64
71	Glassell Street and La Veta Avenue	472	490	160	15	499	37	82	268	461	155	280	11
72	Glassell Street and SR-22 WB Ramps	557	910	0	0	878	255	0	0	0	201	7	357
73	Glassell Street / Grand Avenue and SR-22 EB Ramps	0	1202	307	381	681	0	229	4	503	0	0	0
74	Grand Avenue and Fairhaven Avenue	46	1214	243	222	894	82	79	45	33	255	48	181
75	Grand Avenue and Santa Clara Avenue	88	1185	246	220	868	220	159	194	36	136	244	260
76	Grand Avenue and 17th Street	246	877	221	270	582	128	346	886	149	300	1107	201
77	Grand Avenue and I-5 NB Ramps	0	1297	1001	48	1164	0	0	0	0	143	0	172
78	Grand Avenue and Santa Ana Boulevard	167	1888	31	34	750	532	328	200	316	20	134	97
79	Grand Avenue and 1st Street	165	1261	38	120	706	282	277	918	91	151	941	173
80	Grand Avenue and Chestnut Avenue	140	1050	182	149	664	112	93	285	62	107	333	194
81	Grand Avenue and McFadden Avenue	202	1150	198	138	626	168	128	476	83	86	686	151

ID	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
82	Grand Avenue and Edinger Avenue	242	1397	121	165	408	229	201	868	70	74	1333	173
83	Grand Avenue and Warner Avenue	242	873	193	146	471	217	342	656	142	151	964	316
84	SR-55 NB Ramps and Dyer Road	188	0	51	0	0	0	0	1339	681	0	1545	965
85	Cambridge Street and La Veta Avenue	191	266	0	0	196	181	219	0	144	0	0	0
86	Cambridge Street and Fairhaven Avenue	0	0	0	219	0	76	141	246	0	0	273	340
87	Mabury Street and 1st Street	25	0	256	207	88	390	0	1512	24	40	549	0
88	Tustin Street and La Veta Avenue	46	1033	245	90	801	15	13	5	20	183	5	112
89	Tustin Street and SR-22 WB On-Ramp	532	1529	0	0	711	365	0	0	0	0	0	0
90	Tustin Street and SR-22 EB Off-Ramp / Seba Avenue	0	1547	4	52	707	0	458	41	581	28	0	67
91	Tustin Street and Fairhaven Avenue	239	1275	113	327	862	99	80	180	147	94	208	196
92	Tustin Avenue and Santa Clara Avenue	163	789	121	183	1444	100	61	192	113	125	157	148
93	Tustin Avenue and 17th Street	216	926	476	346	371	37	444	872	118	229	753	419
94	Tustin Avenue and 4th Street	55	598	194	459	339	124	180	642	33	88	596	367
95	SR-55 SB Ramps / Auto Mall Drive and Edinger Avenue	377	30	398	110	50	37	35	1258	354	385	1003	120
96	SR-55 NB Ramps / Del Amo Avenue and Newport Avenue	583	174	34	8	97	373	104	36	21	23	348	16
97	Red Hill Avenue and Edinger Avenue	159	1146	182	145	289	234	327	838	102	62	803	392
98	Red Hill Avenue and Warner Avenue	382	1308	150	58	223	283	222	603	94	25	525	69
99	Red Hill Avenue and Barranca Parkway	356	1339	345	185	313	147	203	753	99	127	966	282
100	Red Hill Avenue and Alton Parkway	27	1499	217	124	528	4	132	324	166	433	74	267
101	Red Hill Avenue and MacArthur Boulevard	125	809	10	286	594	1042	597	275	42	39	818	574
102	Red Hill Avenue and Main Street	416	897	242	74	538	292	198	705	191	279	1589	89
103	I-5 SB Ramps and Santa Ana Boulevard	0	0	0	278	0	61	561	634	0	0	668	183
104	Tustin Ranch Road and Warner Avenue	0	0	0	653	0	45	54	1795	0	0	548	236
105	Von Karman Avenue and Barranca Parkway	224	1290	281	67	343	236	560	1023	143	204	646	220

Table 4-4 Existing Year (2020) Roadway Segment LOS

ID	Street	Segment	Lanes	ADT	LOS
1	1st Street	Euclid Street to Ward Street	6D	25,233	A
2	Euclid Street	1st Street to McFadden Avenue	6D	40,731	C
3	Westminster Avenue	Harbor Boulevard to Fairview Street	6D	30,459	A
4	Harbor Boulevard	Westminster Avenue/17th Street to Hazard Avenue	6D	54,137	E
5	1st Street	Harbor Boulevard to Jackson	6D	32,736	A
6	Edinger Avenue	Harbor Boulevard to Fairview Street	4D	27,838	C
7	Warner Avenue	Harbor Boulevard to Fairview Street	6D	31,945	A
8	Harbor Boulevard	Segerstrom Avenue to MacArthur Boulevard	6D	15,622	A
9	Fairview Street	1st Street to Willits Street	6D	42,605	C
10	1st Street	Sullivan Street to Raitt Street	6D	36,377	B
11	Bristol Street	17th Street to Santa Clara Avenue	4D	45,676	F
12	17th Street	College Avenue to Bristol Street	6D	37,345	B
13	Bristol Street	17th Street to Washington Avenue	4D	42,005	F
14	Fairview Street	Trask Avenue to 17th Street	4D	40,432	F
15	Bristol Street	1st Street to Bishop Street	6D	42,663	C
16	Civic Center Drive	Bristol Street to Flower Street	4D	17,589	A
17	Flower Street	1st Street to Bishop Street	2U	15,622	F
18	Main Street	17th Street to 20th Street	4D	32,044	D
19	Main Street	Washington Street to Civic Center Drive	4D	33,489	D
20	Civic Center Drive	Flower Street to Ross Street	4D	17,427	A
21	Santa Ana Boulevard	Flower Street to Ross Street	6D	14,689	A
22	1st Street	Main Street to Standard Avenue	6D	42,699	C
23	Main Street	1st Street to Bishop Street	4U	30,125	F
24	Grand Avenue	Santa Clara Avenue to Fairhaven Street	4D	30,206	D
25	Grand Avenue	Santa Ana Boulevard to 4th Street	4D	36,678	E
26	Santa Clara Avenue	Grand Avenue to Tustin Avenue	2U	10,585	D
27	Tustin Avenue	Santa Clara Avenue to Fairhaven Street	6D	35,410	B
28	17th Street	Cabrillo Park Drive to Tustin Avenue	4D	32,080	D
29	Tustin Avenue	Fruit Street to 4th Street	6D	25,174	A
30	1st Street	Grand Avenue to Elk Lane	6D	28,638	A
31	1st Street	Cabrillo Park Drive to Tustin Avenue	6D	22,083	A
32	Fairview Street	Edinger Avenue to Harvard Street	6D	37,524	B
33	Fairview Street	Warner Avenue to Segerstrom Avenue	6D	39,878	C
34	MacArthur Boulevard	Harbor Boulevard to Fairview Street	6D	26,235	A
35	Edinger Avenue	Fairview Street to Greenville Street	4D	29,115	C
36	McFadden Avenue	Fairview Street to Raitt Street	4D	20,997	A
37	MacArthur Boulevard	Fairview Street to Raitt Street	6D	28,809	A
38	Segerstrom Avenue	Fairview Street to Raitt Street	4D	19,326	A
39	Bristol Street	Edinger Avenue to Warner Avenue	4D	37,238	E
40	Bristol Street	Warner Avenue to Segerstrom Avenue	6D	38,007	B

ID	Street	Segment	Lanes	ADT	LOS
41	Warner Avenue	Raitt Street to Bristol Street	5D	34,555	C
42	Bristol Street	MacArthur Boulevard to Sunflower Avenue	6D	34,731	B
43	Flower Street	Warner Avenue to Segerstrom Avenue	4D	15,378	A
44	Edinger Avenue	Flower Street to Main Street	4D	36,534	E
45	Main Street	McFadden Avenue to Edinger Avenue	4U	28,622	F
46	Main Street	Edinger Avenue to Warner Avenue	4D	27,972	C
47	Main Street	Warner Avenue to Dyer Road	5D	30,484	B
48	Segerstrom Avenue	Bristol Street to Flower Street	4D	22,959	B
49	MacArthur Boulevard	Flower Street to Main Street	6D	37,946	B
50	Main Street	MacArthur Boulevard to Sunflower Avenue	6D	23,692	A
51	Grand Avenue	Edinger Avenue to Warner Avenue	6D	17,735	A
52	Edinger Avenue	Richie Street to Newport Avenue	6D	40,435	C
53	Warner Avenue	Grand Avenue to Red Hill Avenue	6D	22,435	A
54	Warner Avenue	Main Street to Standard Avenue	6D	27,391	A
55	McFadden Avenue	Newhope Street to Harbor Boulevard	4D	18,495	A
56	McFadden Avenue	Standard Avenue to Grand Avenue	4D	20,188	A
57	Dyer Road	Grand Avenue to Pullman Street	6D	51,084	E
58	McFadden Avenue	Bristol Street to Flower Street	2U	14,951	F
59	Main Street	La Veta Avenue to Memory Lane	6D	31,004	A
60	1st Street	Bristol Street to Flower Street	6D	39,006	B
61	Fairhaven Avenue	Grand Avenue to Tustin Avenue	4D	10,218	A
62	4th Street	French Street to Standard Avenue	2D	14,855	C
63	Broadway	17th Street to Civic Center Drive	4D	20,630	A
64	Broadway	Civic Center Drive to 1st Street	4U	16,005	B
65	Cambridge Street	SR-22 to Fairhaven Avenue	2U	- *	-
66	Chestnut Avenue	Standard Avenue to Lyon Street	4U	2,587	A
67	Civic Center Drive	French Street to Santiago Street	2U	10,266	D
68	Civic Center Drive	Fairview Road to Bristol Street	4U	13,772	A
69	Flower Street	Edinger Avenue to Warner Avenue	2U	10,964	D
70	Halladay Avenue	Warner Avenue to Dyer Road	2D	- *	-
71	Hazard Avenue	Euclid Street to Harbor Boulevard	4U	9,546	A
72	McFadden Avenue	Main Street to Standard Avenue	2U	16,064	F
73	Penn Way/Santiago Street	I-5 SB Ramps to Santa Ana Boulevard	4U	- *	-
74	Raitt Street	Santa Ana Boulevard to 1st Street	2U	9,978	C
75	Raitt Street	Warner Avenue to Segerstrom Avenue	4D	14,746	A
76	Santa Ana Boulevard	French Street to Santiago Street	2D	6,616	A
77	Santa Ana Boulevard	Raitt Street to Bristol Street	4U	4,236	A
78	Standard Avenue	Chestnut Avenue to McFadden Avenue	4U	12,871	A
79	Standard Avenue	Edinger Avenue to Warner Avenue	4U	12,852	A
80	Greenville Street	Edinger Avenue to Warner Avenue	2U	7,090	A
81	Greenville Street	Warner Avenue to Segerstrom Avenue	4D	8,578	A
82	Flower Street	17th Street to Northern Terminus	2D	11,155	B

ID	Street	Segment	Lanes	ADT	LOS
83	Logan Street	Civic Center Drive to Santa Ana Boulevard	2U	- *	-
84	Dyer Road	Pullman Street to Red Hill Avenue	6D	31,248	A
85	Fairhaven Avenue	Tustin Street to Yorba Street	4U	16,381	B
86	Santa Clara Avenue	Tustin Street to Yorba Street	2U	8,568	B
87	Harbor Boulevard	McFadden Avenue to Edinger Avenue	6D	49,281	D
88	Harbor Boulevard	Edinger Avenue to Warner Avenue	6D	52,363	E

Notes:
* Not available.
(1) ADT – Average Daily Traffic Volumes
(2) LOS – Level of Service
(3) #D – total number of lanes in both directions divided by raised or striped median; #U – total number of undivided lanes in both directions
(4) Roadway capacities shown in Table 3-1.
(5) Yellow and red shading indicates an unacceptable level of service.

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : BRISTOL STREET
Segment : SUNFLOWER AVE TO MACARTHUR BL
Client : CITY SANTA ANA

Site: SANTA ANA
Date: 09/17/19
Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	56	191	290	1,165	31	116	300	1,251	87	307	590	2,416
12:15	46		288		27		284		73		572	
12:30	51		296		34		324		85		620	
12:45	38		291		24		343		62		634	
01:00	31	96	290	1.166	24	76	300	1.126	55	172	590	2.292
01:15	26		274		13		260		39		534	
01:30	22		302		22		260		44		562	
01:45	17		300		17		306		34		606	
02:00	31	105	286	1.183	18	67	268	1.003	49	172	554	2.186
02:15	22		293		15		264		37		557	
02:30	20		298		14		232		34		530	
02:45	32		306		20		239		52		545	
03:00	10	43	313	1.196	15	99	268	955	25	142	581	2.151
03:15	14		266		22		230		36		496	
03:30	12		300		27		229		39		529	
03:45	7		317		35		228		42		545	
04:00	18	76	322	1,261	40	333	218	846	58	409	540	2,107
04:15	16		336		75		205		91		541	
04:30	20		303		108		227		128		530	
04:45	22		300		110		196		132		496	
05:00	36	171	338	1,277	96	555	200	872	132	726	538	2,149
05:15	34		323		129		214		163		537	
05:30	43		318		162		220		205		538	
05:45	58		298		168		238		226		536	
06:00	59	313	291	1,193	186	1,017	226	857	245	1,330	517	2,050
06:15	66		322		176		228		242		550	
06:30	84		286		311		183		395		469	
06:45	104		294		344		220		448		514	
07:00	110	549	261	1.019	328	1.535	222	854	438	2.084	483	1.873
07:15	147		234		368		218		515		452	
07:30	124		262		413		197		537		459	
07:45	168		262		426		217		594		479	
08:00	160	629	212	795	424	1.606	204	738	584	2.235	416	1.533
08:15	195		206		371		208		566		414	
08:30	161		208		409		180		570		388	
08:45	113		169		402		146		515		315	
09:00	140	637	180	639	350	1,093	142	500	490	1,730	322	1,139
09:15	155		164		260		126		415		290	
09:30	168		139		233		122		401		261	
09:45	174		156		250		110		424		266	
10:00	179	751	138	491	228	884	112	362	407	1,635	250	853
10:15	169		128		222		82		391		210	
10:30	193		106		252		84		445		190	
10:45	210		119		182		84		392		203	
11:00	240	1,081	93	332	254	1,052	82	231	494	2,133	175	563
11:15	276		104		258		56		534		160	
11:30	279		75		270		45		549		120	
11:45	286		60		270		48		556		108	
Totals	4,642		11.717		8.433		9.595		13.075		21.312	
Split%	35.5		55.0		64.5		45.0					
Day Totals		16,359				18,028				34,387		
Day Splits		47.6				52.4						
Peak Hour	11:00		04:45		07:30		12:00		07:45		12:00	
Volume	1.081		1.279		1.634		1.251		2.314		2.416	
Factor	0.94		0.95		0.96		0.91		0.97		0.95	

APPENDIX C

YEAR 2045 MODELING WORKSHEETS

Year 2016 AM PEAK HOUR TRAFFIC VOLUMES

INTERSECTION	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Fairview Street at Segerstrom Avenue	192	676	84	343	2,360	196	265	808	227	303	615	88
2. Bear Street at Segerstrom Avenue	47	0	9	0	0	0	0	622	899	386	366	0
3. Bristol Street at Segerstrom Avenue	339	887	253	255	2,256	86	99	696	251	362	336	36
4. Flower Street at Segerstrom Avenue/Dyer Road	26	312	51	682	1,187	88	204	825	58	196	355	170
5. Main Street at Dyer Road	153	518	86	262	2,160	117	218	882	297	308	407	56
6. Fairview Street at MacArthur Boulevard	425	798	179	581	2,188	346	289	1,584	244	172	665	51
7. Bear Street at MacArthur Boulevard	41	226	29	307	1,504	108	431	1,374	275	196	344	77
8. S. Plaza Drive at MacArthur Boulevard	156	0	137	0	0	0	0	1,498	212	229	461	0
9. Bristol Street at MacArthur Boulevard	223	892	183	745	2,386	226	244	1,230	161	103	241	39
10. Flower Street at MacArthur Boulevard	84	165	96	380	966	83	149	2,125	220	137	288	23
11. Main Street at MacArthur Boulevard	26	457	186	984	1,369	35	219	2,186	124	310	194	137
12. SR-55 SB Ramps at MacArthur Boulevard	0	0	0	850	0	75	0	2,757	601	0	1,013	44
13. SR-55 NB Ramps at MacArthur Boulevard	566	0	1,120	0	0	0	0	3,222	381	0	495	603
14. S. Plaza Drive at Callen’s Common	0	375	0	0	453	0	0	0	0	0	0	0
15. Bristol Street at Callen’s Common	0	1,163	70	200	2,450	0	0	0	0	395	0	135
16. Fairview Road at Sunflower Avenue	306	1,411	211	556	1,968	201	58	212	31	160	400	75
17. Bear Street at Sunflower Avenue	113	228	228	962	1,032	119	59	1,441	63	218	615	51
18. S. Plaza Drive at Sunflower Avenue	124	83	25	71	293	89	274	2,019	338	90	670	18
19. Project Driveway at Sunflower Avenue	0	0	0	0	0	0	0	2,115	0	0	779	0
20. Bristol Street at Sunflower Avenue	439	1,016	326	409	2,299	138	199	1,559	358	137	201	19
21. Flower Street/Sakioka Drive at Sunflower Avenue	45	280	136	495	1,095	41	138	1,646	149	134	122	31
22. Main Street at Sunflower Avenue	651	195	0	0	1,619	202	339	0	2,269	0	0	0
23. Red Hill Avenue at Main Street	267	823	220	46	121	14	456	2,989	320	301	853	107
24. Fairview Road at S. Coast Drive	19	1,698	68	184	1,961	13	100	99	43	224	36	131
25. I-405 NB Off-Ramp at S. Coast Drive	591	0	1	0	0	0	0	490	0	0	18	0
26. Bear Street at S. Coast Drive	16	489	0	0	1,311	2	81	0	410	0	0	0
27. Bristol Street at Anton Boulevard	680	1,502	1,353	93	1,985	12	10	228	198	658	95	9
28. Fairview Road at I-405 NB Ramps	152	1,637	0	0	2,196	31	0	0	0	960	338	148
29. Fairview Road at I-405 SB Ramps	0	1,695	338	621	2,534	0	94	460	77	0	0	0
30. Bristol Street at I-405 NB Ramps	0	1,790	0	0	2,840	0	0	0	0	521	0	1,745
31. Bristol Street at I-405 SB Ramps	157	1,207	0	0	2,755	336	850	0	156	0	0	0
32. Bear Street at Paularino Avenue	0	765	496	763	993	0	0	0	0	577	0	171
33. Bristol Street at Paularino Avenue	288	938	176	532	1,938	218	237	1,090	16	107	296	39
34. Fairview Road at Baker Street	107	1,721	918	159	1,740	5	22	291	130	812	53	35
35. Bear Street at Baker Street	103	165	7	244	374	862	794	858	54	3	155	10
36. Bristol Street at Baker Street	9	686	68	894	928	29	309	756	44	234	130	407
37. Bear Street at SR-57 NB Ramps	20	786	0	0	1,386	184	0	0	0	93	302	474
38. Bear Street at SR-57 SB Ramps	0	746	223	155	1,323	0	61	446	155	0	0	0
52. Segerstrom Avenue at Spruce Street	0	0	0	0	0	0	0	631	0	0	752	0
53. Bristol Street at Newport Boulevard SB	152	799	0	0	1,739	274	0	0	0	0	0	0
54. Bristol Street at Newport Boulevard NB	0	562	0	0	1,739	0	388	0	785	0	0	0
39. Driveway A at Sunflower Avenue	0	0	0	0	0	0	0	2,115	0	0	779	0
40. Driveway B at Sunflower Avenue	0	0	0	0	0	0	0	2,115	0	0	779	0
41. Bristol Street at Driveway C	0	1,233	0	0	2,846	0	0	0	0	0	0	0
42. Bristol Street at Driveway D	0	1,233	0	0	2,846	0	0	0	0	0	0	0
43. Bristol Street at Driveway E	0	1,298	0	0	2,650	0	0	0	0	0	0	0
44. Bristol Street at Driveway F	0	1,298	0	0	2,650	0	0	0	0	0	0	0
45. Driveway G at Macarthur Boulevard	0	0	0	0	0	0	0	1,635	0	0	690	0
46. Driveway H at Macarthur Boulevard	0	0	0	0	0	0	0	1,635	0	0	690	0
47. South Plaza Drive at Driveway I	0	375	0	0	453	0	0	0	0	0	0	0
48. South Plaza Drive at Driveway J	0	375	0	0	453	0	0	0	0	0	0	0
49. South Plaza Drive at Driveway K	0	375	0	0	453	0	0	0	0	0	0	0
50. South Plaza Drive at Driveway L	0	375	0	0	453	0	0	0	0	0	0	0
51. South Plaza Drive at Driveway M	0	375	0	0	453	0	0	0	0	0	0	0

Year 2045 AM PEAK HOUR TRAFFIC VOLUMES

INTERSECTION	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Fairview Street at Segerstrom Avenue	213	714	128	532	2,144	221	253	1,106	182	308	780	107
2. Bear Street at Segerstrom Avenue	132	0	42	0	0	0	0	1,093	1,031	508	425	0
3. Bristol Street at Segerstrom Avenue	378	958	216	290	2,212	127	193	1,062	331	338	475	49
4. Flower Street at Segerstrom Avenue/Dyer Road	36	408	78	706	1,158	81	277	1,289	86	290	497	232
5. Main Street at Dyer Road	266	435	94	198	2,440	139	208	1,109	559	391	545	36
6. Fairview Street at MacArthur Boulevard	392	891	160	537	2,148	328	328	1,446	236	172	645	60
7. Bear Street at MacArthur Boulevard	65	284	37	211	1,689	93	368	1,173	383	201	273	48
8. S. Plaza Drive at MacArthur Boulevard	150	0	148	0	0	0	0	1,234	187	224	373	0
9. Bristol Street at MacArthur Boulevard	188	1,052	174	798	2,351	216	250	1,011	122	85	192	44
10. Flower Street at MacArthur Boulevard	52	244	119	515	951	56	169	2,023	153	174	252	48
11. Main Street at MacArthur Boulevard	44	425	185	793	1,235	47	209	2,223	141	213	197	78
12. SR-55 SB Ramps at MacArthur Boulevard	0	0	0	879	0	96	0	2,658	551	0	918	51
13. SR-55 NB Ramps at MacArthur Boulevard	544	0	1,247	0	0	0	0	3,061	473	0	430	667
14. S. Plaza Drive at Callen’s Common	0	390	0	0	440	0	0	0	0	0	0	0
15. Bristol Street at Callen’s Common	0	1,291	84	199	2,359	199	0	0	0	379	0	123
16. Fairview Road at Sunflower Avenue	297	1,466	167	588	1,831	262	78	217	27	143	502	101
17. Bear Street at Sunflower Avenue	120	279	210	947	1,324	136	74	1,363	78	313	785	74
18. S. Plaza Drive at Sunflower Avenue	110	81	23	83	260	97	280	1,985	255	105	965	29
19. Project Driveway at Sunflower Avenue	0	0	0	0	0	0	0	2,091	0	0	1,099	0
20. Bristol Street at Sunflower Avenue	624	1,133	316	368	2,190	182	220	1,504	366	144	293	22
21. Flower Street/Sakioka Drive at Sunflower Avenue	41	331	150	642	878	44	127	1,414	79	165	202	66
22. Main Street at Sunflower Avenue	679	208	0	0	1,452	149	298	0	2,369	0	0	0
23. Red Hill Avenue at Main Street	274	1,098	271	69	152	17	486	2,932	265	257	719	118
24. Fairview Road at S. Coast Drive	101	1,779	101	200	1,753	50	50	70	25	202	140	101
25. I-405 NB Off-Ramp at S. Coast Drive	624	0	1	0	0	0	0	508	0	0	18	0
26. Bear Street at S. Coast Drive	16	531	0	0	1,712	2	78	0	431	0	0	0
27. Bristol Street at Anton Boulevard	536	1,797	1,516	295	1,907	26	16	340	90	830	278	38
28. Fairview Road at I-405 NB Ramps	159	1,809	0	0	1,952	28	0	0	0	1,047	369	172
29. Fairview Road at I-405 SB Ramps	0	1,829	306	442	417	0	138	568	134	0	0	0
30. Bristol Street at I-405 NB Ramps	0	1,935	0	0	2,827	0	0	0	0	750	0	1,913
31. Bristol Street at I-405 SB Ramps	188	1,322	0	0	3,041	240	919	0	276	0	0	0
32. Bear Street at Paularino Avenue	0	712	285	883	1,266	0	0	0	0	655	0	285
33. Bristol Street at Paularino Avenue	320	965	112	498	2,232	358	331	936	171	84	329	41
34. Fairview Road at Baker Street	121	1,848	916	177	1,863	6	17	209	90	908	70	44
35. Bear Street at Baker Street	146	128	14	407	420	1,036	439	1,207	51	2	145	5
36. Bristol Street at Baker Street	11	781	146	1,108	1,358	21	280	1,284	64	310	120	337
37. Bear Street at SR-57 NB Ramps	12	494	0	0	1,711	209	0	0	0	98	295	504
38. Bear Street at SR-57 SB Ramps	0	439	133	157	1,653	0	66	488	210	0	0	0
52. Segerstrom Avenue at Spruce Street	0	0	0	0	0	0	0	1,135	0	0	933	0
53. Bristol Street at Newport Boulevard SB	199	940	0	0	2,065	111	0	0	0	0	0	0
54. Bristol Street at Newport Boulevard NB	0	709	0	0	2,065	0	430	0	819	0	0	0
39. Driveway A at Sunflower Avenue	0	0	0	0	0	0	0	2,091	0	0	1,099	0
40. Driveway B at Sunflower Avenue	0	0	0	0	0	0	0	2,091	0	0	1,099	0
41. Bristol Street at Driveway C	0	1,375	0	0	2,739	0	0	0	0	0	0	0
42. Bristol Street at Driveway D	0	1,375	0	0	2,739	0	0	0	0	0	0	0
43. Bristol Street at Driveway E	0	1,414	0	0	2,558	0	0	0	0	0	0	0
44. Bristol Street at Driveway F	0	1,414	0	0	2,558	0	0	0	0	0	0	0
45. Driveway G at Macarthur Boulevard	0	0	0	0	0	0	0	1,382	0	0	597	0
46. Driveway H at Macarthur Boulevard	0	0	0	0	0	0	0	1,382	0	0	597	0
47. South Plaza Drive at Driveway I	0	390	0	0	440	0	0	0	0	0	0	0
48. South Plaza Drive at Driveway J	0	390	0	0	440	0	0	0	0	0	0	0
49. South Plaza Drive at Driveway K	0	390	0	0	440	0	0	0	0	0	0	0
50. South Plaza Drive at Driveway L	0	390	0	0	440	0	0	0	0	0	0	0
51. South Plaza Drive at Driveway M	0	390	0	0	440	0	0	0	0	0	0	0

FINAL AM PEAK HOUR TIA BUILDOUT VOLUMES

INTERSECTION	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Fairview Street at Segerstrom Avenue	126	1,324	176	358	2,497	177	120	637	207	242	616	234
2. Bear Street at Segerstrom Avenue	310	0	240	0	0	0	0	1,269	422	342	847	0
3. Bristol Street at Segerstrom Avenue	97	944	169	345	1,265	153	266	1,212	148	149	670	89
4. Flower Street at Segerstrom Avenue/Dyer Road	77	410	95	118	664	145	215	1,444	359	150	664	110
5. Main Street at Dyer Road	196	583	250	291	1,308	122	123	1,148	469	216	611	127
6. Fairview Street at MacArthur Boulevard	300	990	109	373	1,932	210	157	1,241	183	285	625	184
7. Bear Street at MacArthur Boulevard	101	353	144	240	911	362	118	2,023	201	85	1,463	121
8. S. Plaza Drive at MacArthur Boulevard	91	9	87	88	27	76	22	1,823	128	68	1,738	25
9. Bristol Street at MacArthur Boulevard	112	610	159	398	1,757	184	250	1,723	344	236	1,141	164
10. Flower Street at MacArthur Boulevard	26	206	92	272	436	320	204	2,324	97	84	1,146	79
11. Main Street at MacArthur Boulevard	69	391	338	779	1,037	232	290	1,736	306	188	571	264
12. SR-55 SB Ramps at MacArthur Boulevard	0	0	0	1,169	0	1,085	0	1,859	1,268	0	1,565	177
13. SR-55 NB Ramps at MacArthur Boulevard	1,013	0	1,190	0	0	0	0	1,889	1,037	0	495	297
14. S. Plaza Drive at Callen’s Common	0	119	42	74	105	0	0	0	0	44	0	46
15. Bristol Street at Callen’s Common	101	917	47	97	2,203	277	80	7	135	57	20	19
16. Fairview Road at Sunflower Avenue	227	1,321	215	249	2,157	171	65	401	79	393	368	154
17. Bear Street at Sunflower Avenue	50	361	212	254	867	65	64	819	251	220	457	85
18. S. Plaza Drive at Sunflower Avenue	5	9	14	174	14	87	50	1,374	34	23	697	38
19. Project Driveway at Sunflower Avenue	0	0	14	0	0	16	48	1,308	25	62	735	6
20. Bristol Street at Sunflower Avenue	242	603	166	299	1,716	140	156	1,158	531	303	544	198
21. Flower Street/Sakioka Drive at Sunflower Avenue	43	117	112	243	120	197	113	801	85	66	442	55
22. Main Street at Sunflower Avenue	281	227	0	12	903	251	416	0	805	0	0	0
23. Red Hill Avenue at Main Street	173	693	438	78	283	98	195	1,385	240	117	334	71
24. Fairview Road at S. Coast Drive	224	1,131	184	47	2,495	176	56	122	232	295	264	297
25. I-405 NB Off-Ramp at S. Coast Drive	421	7	110	58	0	86	23	268	0	0	138	20
26. Bear Street at S. Coast Drive	123	474	39	15	1,197	38	72	40	230	4	6	2
27. Bristol Street at Anton Boulevard	66	1,285	946	292	2,529	26	12	91	9	366	160	138
28. Fairview Road at I-405 NB Ramps	219	1,072	0	0	2,948	355	0	0	0	735	25	941
29. Fairview Road at I-405 SB Ramps	0	1,082	1,351	1,849	1,989	0	233	98	393	0	0	0
30. Bristol Street at I-405 NB Ramps	0	1,880	231	0	2,622	9	0	0	41	304	88	849
31. Bristol Street at I-405 SB Ramps	139	1,364	0	0	1,222	1,137	749	0	624	0	0	0
32. Bear Street at Paularino Avenue	22	591	214	202	1,193	6	15	27	37	219	8	145
33. Bristol Street at Paularino Avenue	66	930	96	392	1,502	141	201	258	162	126	103	187
34. Fairview Road at Baker Street	271	1,404	701	253	1,184	271	316	735	230	405	385	140
35. Bear Street at Baker Street	114	153	41	257	291	526	587	1,257	282	36	555	123
36. Bristol Street at Baker Street	45	414	265	659	1,103	243	332	1,191	84	266	445	331
37. Bear Street at SR-57 NB Ramps	195	407	0	0	1,189	117	0	0	0	212	0	592
38. Bear Street at SR-57 SB Ramps	0	446	462	710	862	0	147	34	250	0	0	0
52. Segerstrom Avenue at Spruce Street	20	6	34	36	7	191	88	1,196	40	20	934	23
53. Bristol Street at Newport Boulevard SB	350	826	5	55	1,076	474	0	0	0	2	0	6
54. Bristol Street at Newport Boulevard NB	0	712	61	49	1,047	0	374	69	659	70	0	80
39. Driveway A at Sunflower Avenue	0	0	0	0	0	0	0	1,561	0	0	757	0
40. Driveway B at Sunflower Avenue	0	0	0	0	0	0	0	1,864	0	0	1,488	0
41. Bristol Street at Driveway C	28	1,361	27	28	2,312	26	0	0	33	6	2	27
42. Bristol Street at Driveway D	0	1,361	0	0	2,312	0	0	0	0	0	0	0
43. Bristol Street at Driveway E	0	906	0	0	2,335	0	0	0	0	0	0	0
44. Bristol Street at Driveway F	0	906	0	0	2,335	0	0	0	0	0	0	0
45. Driveway G at Macarthur Boulevard	0	0	0	0	0	0	0	2,317	0	0	1,437	0
46. Driveway H at Macarthur Boulevard	0	0	0	0	0	0	0	2,317	0	0	1,437	0
47. South Plaza Drive at Driveway I	0	188	0	0	224	0	0	0	0	0	0	0
48. South Plaza Drive at Driveway J	0	153	0	0	168	0	0	0	0	0	0	0
49. South Plaza Drive at Driveway K	0	160	0	0	149	0	0	0	0	0	0	0
50. South Plaza Drive at Driveway L	0	188	0	0	224	0	0	0	0	0	0	0
51. South Plaza Drive at Driveway M	0	128	25	86	139	8	2	0	16	15	1	14

Year 2016 PM PEAK HOUR TRAFFIC VOLUMES

INTERSECTION	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Fairview Street at Segerstrom Avenue	289	2,167	167	344	957	149	328	620	70	202	769	236
2. Bear Street at Segerstrom Avenue	898	0	346	0	0	0	0	531	161	244	521	0
3. Bristol Street at Segerstrom Avenue	454	452	200	109	1,172	62	223	533	235	483	622	114
4. Flower Street at Segerstrom Avenue/Dyer Road	83	1,229	85	418	459	103	209	354	16	154	842	508
5. Main Street at Dyer Road	496	1,693	294	255	954	108	126	538	82	272	751	105
6. Fairview Street at MacArthur Boulevard	424	2,011	106	189	1,063	188	619	802	184	361	1,564	303
7. Bear Street at MacArthur Boulevard	212	1,196	65	294	561	241	327	432	34	134	1,410	325
8. S. Plaza Drive at MacArthur Boulevard	380	0	165	0	0	0	0	709	82	299	1,490	0
9. Bristol Street at MacArthur Boulevard	270	2,336	108	351	1,149	220	383	433	58	277	1,299	459
10. Flower Street at MacArthur Boulevard	240	899	166	242	248	88	186	837	35	223	1,929	295
11. Main Street at MacArthur Boulevard	185	1,383	326	695	429	99	155	892	22	362	2,046	624
12. SR-55 SB Ramps at MacArthur Boulevard	0	0	0	395	0	288	0	1,539	831	0	2,784	639
13. SR-55 NB Ramps at MacArthur Boulevard	304	0	494	0	0	0	0	1,426	869	0	3,485	977
14. S. Plaza Drive at Callen’s Common	0	630	0	0	450	0	0	0	0	0	0	0
15. Bristol Street at Callen’s Common	0	2,643	289	203	1,281	0	0	0	0	194	0	70
16. Fairview Road at Sunflower Avenue	133	2,149	116	327	1,426	94	247	326	58	286	462	305
17. Bear Street at Sunflower Avenue	96	866	170	353	387	50	192	925	42	470	1,486	546
18. S. Plaza Drive at Sunflower Avenue	514	279	34	45	237	169	311	935	202	105	1,819	40
19. Project Driveway at Sunflower Avenue	0	0	0	0	0	0	0	1,014	0	0	1,964	0
20. Bristol Street at Sunflower Avenue	432	2,357	237	277	1,072	126	263	648	102	487	1,406	313
21. Flower Street/Sakioka Drive at Sunflower Avenue	174	1,172	207	309	282	65	161	697	26	227	1,283	353
22. Main Street at Sunflower Avenue	2,415	1,186	0	0	583	139	704	0	1,505	0	0	0
23. Red Hill Avenue at Main Street	661	188	251	261	654	172	59	1,923	196	412	2,654	31
24. Fairview Road at S. Coast Drive	156	2,205	72	122	1,582	66	32	25	14	270	277	160
25. I-405 NB Off-Ramp at S. Coast Drive	656	0	0	0	0	0	0	82	0	0	431	0
26. Bear Street at S. Coast Drive	355	1,089	0	0	823	76	44	0	39	0	0	0
27. Bristol Street at Anton Boulevard	570	2,250	751	79	1,159	15	61	498	299	1,310	415	67
28. Fairview Road at I-405 NB Ramps	76	2,079	0	0	1,841	25	0	0	0	955	318	354
29. Fairview Road at I-405 SB Ramps	0	478	499	443	2,353	0	80	469	102	0	0	0
30. Bristol Street at I-405 NB Ramps	0	2,355	414	0	2,767	0	0	0	0	228	0	1,217
31. Bristol Street at I-405 SB Ramps	161	2,504	0	0	2,085	578	658	0	31	0	0	0
32. Bear Street at Paularino Avenue	0	1,096	118	376	923	0	0	0	0	646	0	610
33. Bristol Street at Paularino Avenue	330	1,989	141	259	1,469	151	198	345	80	379	958	236
34. Fairview Road at Baker Street	268	283	647	221	1,897	23	12	100	35	891	263	75
35. Bear Street at Baker Street	213	331	7	73	293	525	795	437	72	59	936	21
36. Bristol Street at Baker Street	58	1,441	71	880	868	180	229	277	11	153	778	790
37. Bear Street at SR-57 NB Ramps	38	861	0	0	1,180	389	0	0	0	47	384	354
38. Bear Street at SR-57 SB Ramps	0	870	314	361	866	0	29	254	25	0	0	0
52. Segerstrom Avenue at Spruce Street	0	0	0	0	0	0	0	876	0	0	766	0
53. Bristol Street at Newport Boulevard SB	934	2,089	0	0	653	537	0	0	0	0	0	0
54. Bristol Street at Newport Boulevard NB	0	2,834	0	0	653	0	190	0	216	0	0	0
39. Driveway A at Sunflower Avenue	0	0	0	0	0	0	0	1,014	0	0	1,964	0
40. Driveway B at Sunflower Avenue	0	0	0	0	0	0	0	1,014	0	0	1,964	0
41. Bristol Street at Driveway C	0	2,933	0	0	1,475	0	0	0	0	0	0	0
42. Bristol Street at Driveway D	0	2,933	0	0	1,475	0	0	0	0	0	0	0
43. Bristol Street at Driveway E	0	2,714	0	0	1,484	0	0	0	0	0	0	0
44. Bristol Street at Driveway F	0	2,714	0	0	1,484	0	0	0	0	0	0	0
45. Driveway G at Macarthur Boulevard	0	0	0	0	0	0	0	873	0	0	1,788	0
46. Driveway H at Macarthur Boulevard	0	0	0	0	0	0	0	873	0	0	1,788	0
47. South Plaza Drive at Driveway I	0	630	0	0	450	0	0	0	0	0	0	0
48. South Plaza Drive at Driveway J	0	630	0	0	450	0	0	0	0	0	0	0
49. South Plaza Drive at Driveway K	0	630	0	0	450	0	0	0	0	0	0	0
50. South Plaza Drive at Driveway L	0	630	0	0	450	0	0	0	0	0	0	0
51. South Plaza Drive at Driveway M	0	630	0	0	450	0	0	0	0	0	0	0

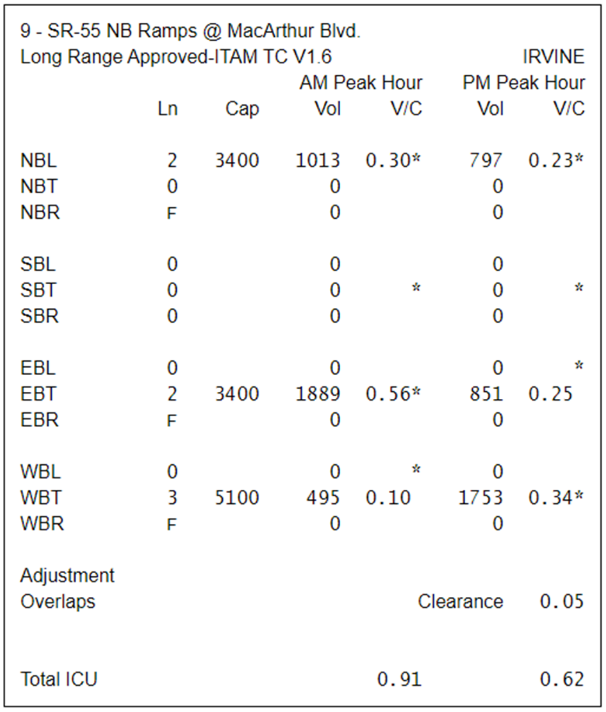
Year 2045 PM PEAK HOUR TRAFFIC VOLUMES

INTERSECTION	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Fairview Street at Segerstrom Avenue	269	1,957	167	378	880	152	370	775	74	270	1,139	339
2. Bear Street at Segerstrom Avenue	1,123	0	372	0	0	0	0	627	224	368	832	0
3. Bristol Street at Segerstrom Avenue	577	2,062	192	158	1,218	119	288	658	207	395	944	138
4. Flower Street at Segerstrom Avenue/Dyer Road	106	1,216	149	644	483	115	187	560	17	196	1,140	533
5. Main Street at Dyer Road	736	2,183	211	120	955	104	306	726	237	320	854	104
6. Fairview Street at MacArthur Boulevard	383	1,903	93	194	790	200	580	691	154	331	1,539	312
7. Bear Street at MacArthur Boulevard	449	1,541	113	264	578	261	203	365	33	98	1,091	153
8. S. Plaza Drive at MacArthur Boulevard	329	0	186	0	0	0	0	660	82	285	1,013	0
9. Bristol Street at MacArthur Boulevard	159	2,279	82	363	1,267	177	422	371	53	281	963	562
10. Flower Street at MacArthur Boulevard	172	902	186	319	248	73	159	806	26	251	1,827	392
11. Main Street at MacArthur Boulevard	184	1,268	301	639	404	97	164	952	24	351	2,069	583
12. SR-55 SB Ramps at MacArthur Boulevard	0	0	0	425	0	304	0	1,520	876	0	2,715	699
13. SR-55 NB Ramps at MacArthur Boulevard	315	0	457	0	0	0	0	1,323	968	0	3,449	1,025
14. S. Plaza Drive at Callen’s Common	0	616	0	0	454	0	0	0	0	0	0	0
15. Bristol Street at Callen’s Common	0	2,438	262	229	1,373	0	0	0	0	212	0	82
16. Fairview Road at Sunflower Avenue	149	1,987	114	283	1,433	93	312	438	91	282	447	243
17. Bear Street at Sunflower Avenue	95	1,267	195	350	376	42	237	895	39	492	1,359	742
18. S. Plaza Drive at Sunflower Avenue	435	257	32	53	223	178	311	962	166	102	1,980	48
19. Project Driveway at Sunflower Avenue	0	0	0	0	0	0	0	1,047	0	0	2,129	0
20. Bristol Street at Sunflower Avenue	543	2,193	214	247	1,180	157	272	649	126	439	1,429	236
21. Flower Street/Sakioka Drive at Sunflower Avenue	134	1,082	207	346	265	56	134	629	20	236	1,222	403
22. Main Street at Sunflower Avenue	2,555	1,048	0	0	546	151	701	0	1,564	0	0	0
23. Red Hill Avenue at Main Street	618	292	195	267	821	212	115	1,879	236	419	2,649	51
24. Fairview Road at S. Coast Drive	108	2,029	24	41	1,718	47	98	28	48	241	161	123
25. I-405 NB Off-Ramp at S. Coast Drive	603	0	0	0	0	0	0	86	0	0	314	0
26. Bear Street at S. Coast Drive	241	1,498	0	0	835	72	59	0	27	0	0	0
27. Bristol Street at Anton Boulevard	524	2,295	790	86	1,272	14	71	596	359	1,446	398	71
28. Fairview Road at I-405 NB Ramps	124	1,914	0	0	1,971	36	0	0	0	879	394	247
29. Fairview Road at I-405 SB Ramps	0	1,957	492	492	2,358	0	82	504	98	0	0	0
30. Bristol Street at I-405 NB Ramps	0	2,424	528	0	3,076	0	0	0	0	226	0	1,185
31. Bristol Street at I-405 SB Ramps	145	2,658	0	0	2,246	656	644	0	25	0	0	0
32. Bear Street at Paularino Avenue	0	1,190	44	351	950	0	0	0	0	335	0	826
33. Bristol Street at Paularino Avenue	345	2,163	113	297	1,476	227	243	310	63	216	815	209
34. Fairview Road at Baker Street	188	1,816	698	211	1,948	14	11	106	40	1,005	179	71
35. Bear Street at Baker Street	121	450	9	117	328	377	904	465	53	44	1,232	186
36. Bristol Street at Baker Street	92	1,576	158	837	797	121	166	409	16	337	1,250	879
37. Bear Street at SR-57 NB Ramps	154	1,086	0	0	1,091	194	0	0	0	118	515	148
38. Bear Street at SR-57 SB Ramps	0	1,204	335	408	802	0	36	244	20	0	0	0
52. Segerstrom Avenue at Spruce Street	0	0	0	0	0	0	0	999	0	0	1,199	0
53. Bristol Street at Newport Boulevard SB	636	2,311	0	613	705	613	0	0	0	0	0	0
54. Bristol Street at Newport Boulevard NB	0	2,822	0	0	705	0	125	0	48	0	0	0
39. Driveway A at Sunflower Avenue	0	0	0	0	0	0	0	1,047	0	0	2,129	0
40. Driveway B at Sunflower Avenue	0	0	0	0	0	0	0	1,047	0	0	2,129	0
41. Bristol Street at Driveway C	0	2,701	0	0	1,584	0	0	0	0	0	0	0
42. Bristol Street at Driveway D	0	2,701	0	0	1,584	0	0	0	0	0	0	0
43. Bristol Street at Driveway E	0	2,520	0	0	1,602	0	0	0	0	0	0	0
44. Bristol Street at Driveway F	0	2,520	0	0	1,602	0	0	0	0	0	0	0
45. Driveway G at Macarthur Boulevard	0	0	0	0	0	0	0	847	0	0	1,299	0
46. Driveway H at Macarthur Boulevard	0	0	0	0	0	0	0	847	0	0	1,299	0
47. South Plaza Drive at Driveway I	0	616	0	0	454	0	0	0	0	0	0	0
48. South Plaza Drive at Driveway J	0	616	0	0	454	0	0	0	0	0	0	0
49. South Plaza Drive at Driveway K	0	616	0	0	454	0	0	0	0	0	0	0
50. South Plaza Drive at Driveway L	0	616	0	0	454	0	0	0	0	0	0	0
51. South Plaza Drive at Driveway M	0	616	0	0	454	0	0	0	0	0	0	0

FINAL PM PEAK HOUR TIA BUILDOUT VOLUMES

INTERSECTION	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Fairview Street at Segerstrom Avenue	506	2,226	244	173	1,280	156	179	769	198	137	1,040	275
2. Bear Street at Segerstrom Avenue	858	0	308	0	0	0	0	855	190	259	1,422	0
3. Bristol Street at Segerstrom Avenue	279	2,612	281	132	1,098	223	254	876	70	143	1,340	74
4. Flower Street at Segerstrom Avenue/Dyer Road	139	1,032	132	246	462	128	191	957	101	109	1,507	102
5. Main Street at Dyer Road	443	1,690	477	173	655	143	227	806	224	163	1,420	280
6. Fairview Street at MacArthur Boulevard	294	2,077	111	219	1,219	108	339	911	298	217	1,674	291
7. Bear Street at MacArthur Boulevard	390	1,246	292	135	327	99	118	1,146	110	112	2,051	322
8. S. Plaza Drive at MacArthur Boulevard	331	63	190	35	22	48	43	1,536	172	127	1,923	57
9. Bristol Street at MacArthur Boulevard	418	1,791	321	274	1,061	160	439	1,005	217	327	1,877	375
10. Flower Street at MacArthur Boulevard	161	801	91	147	285	236	253	1,251	77	85	2,434	256
11. Main Street at MacArthur Boulevard	590	1,450	404	343	484	336	360	790	71	260	1,928	553
12. SR-55 SB Ramps at MacArthur Boulevard	0	0	0	353	0	900	0	1,483	1,272	0	1,911	738
13. SR-55 NB Ramps at MacArthur Boulevard	797	0	521	0	0	0	0	851	930	0	1,753	1,314
14. S. Plaza Drive at Callen's Common	0	300	96	84	129	0	0	0	0	119	0	177
15. Bristol Street at Callen's Common	265	2,373	97	245	1,393	165	228	40	166	126	83	139
16. Fairview Road at Sunflower Avenue	246	2,224	494	175	1,486	110	280	586	122	351	832	210
17. Bear Street at Sunflower Avenue	274	1,517	741	98	476	47	152	722	189	413	1,069	400
18. S. Plaza Drive at Sunflower Avenue	61	77	171	98	27	166	197	1,266	59	118	1,558	160
19. Project Driveway at Sunflower Avenue	0	0	155	0	0	138	150	1,394	59	105	1,751	42
20. Bristol Street at Sunflower Avenue	819	1,722	272	249	987	264	359	753	311	322	1,240	412
21. Flower Street/Sakioka Drive at Sunflower Avenue	84	414	83	70	106	204	286	858	101	90	979	138
22. Main Street at Sunflower Avenue	921	1,253	0	9	295	394	693	0	575	0	0	0
23. Red Hill Avenue at Main Street	435	751	270	95	817	486	204	749	197	331	1,679	81
24. Fairview Road at S. Coast Drive	163	2,291	305	102	1,278	150	245	299	641	242	385	543
25. I-405 NB Off-Ramp at S. Coast Drive	570	36	231	34	0	46	51	505	0	0	457	40
26. Bear Street at S. Coast Drive	236	1,812	59	68	891	196	336	140	371	90	61	61
27. Bristol Street at Anton Boulevard	436	2,566	1,045	206	2,038	86	96	99	185	1,041	58	308
28. Fairview Road at I-405 NB Ramps	263	1,613	0	0	2,265	318	0	0	0	1,012	62	1,284
29. Fairview Road at I-405 SB Ramps	0	2,307	777	1,251	1,968	0	375	40	433	0	0	0
30. Bristol Street at I-405 NB Ramps	0	2,730	275	0	2,869	24	0	0	234	443	370	1,541
31. Bristol Street at I-405 SB Ramps	158	1,927	0	0	1,873	1,185	1,048	0	400	0	0	0
32. Bear Street at Paularino Avenue	40	1,864	279	170	1,233	19	8	9	43	222	19	324
33. Bristol Street at Paularino Avenue	134	1,500	125	290	1,675	144	283	239	69	281	280	516
34. Fairview Road at Baker Street	382	2,242	461	301	1,355	410	354	599	231	806	1,187	202
35. Bear Street at Baker Street	277	285	26	195	278	839	474	755	168	15	1,487	304
36. Bristol Street at Baker Street	228	958	288	569	827	570	340	554	98	354	1,303	505
37. Bear Street at SR-57 NB Ramps	245	769	0	0	1,255	182	0	0	0	496	104	1,609
38. Bear Street at SR-57 SB Ramps	0	828	208	722	1,035	0	225	1	195	0	0	0
52. Segerstrom Avenue at Spruce Street	32	2	26	15	2	74	109	776	61	48	1,361	45
53. Bristol Street at Newport Boulevard SB	795	1,510	9	539	719	669	0	0	0	5	5	15
54. Bristol Street at Newport Boulevard NB	0	2,310	17	17	670	0	537	15	314	22	0	36
39. Driveway A at Sunflower Avenue	0	0	0	0	0	0	0	1,546	0	0	1,835	0
40. Driveway B at Sunflower Avenue	0	0	0	0	0	0	0	1,440	0	0	1,823	0
41. Bristol Street at Driveway C	113	2,523	86	36	1,593	78	9	0	131	8	1	140
42. Bristol Street at Driveway D	0	2,523	0	0	1,593	0	0	0	0	0	0	0
43. Bristol Street at Driveway E	0	2,529	0	0	1,610	0	0	0	0	0	0	0
44. Bristol Street at Driveway F	0	2,529	0	0	1,610	0	0	0	0	0	0	0
45. Driveway G at Macarthur Boulevard	0	0	0	0	0	0	0	1,660	0	0	2,455	0
46. Driveway H at Macarthur Boulevard	0	0	0	0	0	0	0	1,660	0	0	2,455	0
47. South Plaza Drive at Driveway I	0	585	0	0	320	0	0	0	0	0	0	0
48. South Plaza Drive at Driveway J	0	475	0	0	214	0	0	0	0	0	0	0
49. South Plaza Drive at Driveway K	0	397	0	0	248	0	0	0	0	0	0	0
50. South Plaza Drive at Driveway L	0	585	0	0	320	0	0	0	0	0	0	0
51. South Plaza Drive at Driveway M	26	416	59	131	156	23	2	0	30	27	0	85

Roadway Segment		Model Year 2016	Model Year 2045
A	Fairview Street, between Segerstrom Avenue and MacArthur Boulevard (Santa Ana)	43,914	43,842
B	Fairview Street, between MacArthur Boulevard and Sunflower Avenue (Santa Ana)	40,232	39,934
C	Fairview Street, between Sunflower Avenue and S. Coast Drive (Costa Mesa)	50,664	49,595
D	Fairview Street, between S. Coast Drive and I-405 NB Ramps (Costa Mesa)	50,562	50,245
E	Fairview Street, between I-405 NB Ramps and I-405 SB Ramps (Costa Mesa/Caltrans)	60,265	60,471
F	Fairview Street, between I-405 SB Ramps and Baker Street (Costa Mesa)	61,393	61,429
G	Bear Street, between Segerstrom Avenue and MacArthur Boulevard (Santa Ana)	29,794	29,204
H	Bear Street, between MacArthur Boulevard and Sunflower Avenue (Santa Ana/Costa Mesa)	21,474	24,250
I	Bear Street, between Sunflower Avenue and S. Coast Drive (Costa Mesa)	23,804	26,041
J	Bear Street, between S. Coast Drive and Paularino Avenue (Costa Mesa)	25,720	27,521
K	Bear Street, between Paularino Avenue and Baker Street (Costa Mesa)	28,296	29,673
L	S. Plaza Drive, between MacArthur Boulevard and Callen’s Common (Santa Ana)	9,920	9,440
M	S. Plaza Drive, between Callen’s Common and Sunflower Avenue (Santa Ana)	13,750	13,506
N	Bristol Street, between Segerstrom Avenue and MacArthur Boulevard (Santa Ana)	51,481	52,009
O	Bristol Street, between MacArthur Boulevard and Callen’s Common (Santa Ana)	47,912	46,895
P	Bristol Street, between Callen’s Common and Sunflower Avenue (Santa Ana)	50,740	49,443
Q	Bristol Street, between Sunflower Avenue and Anton Boulevard (Costa Mesa)	42,784	43,963
R	Bristol Street, between Anton Boulevard and I-405 NB Ramps (Costa Mesa)	83,259	85,001
S	Bristol Street, between I-405 NB Ramps and I-405 SB Ramps (Costa Mesa/Caltrans)	63,321	65,779
T	Bristol Street, between I-405 SB Ramps and Paularino Avenue (Costa Mesa)	41,049	43,288
U	Bristol Street, between Paularino Avenue and Baker Street (Costa Mesa)	37,612	38,250
V	Flower Street, between Dyer Road and MacArthur Boulevard (Santa Ana)	20,251	21,757
W	Flower Street, between MacArthur Boulevard and Sunflower Avenue (Santa Ana)	18,778	19,194
X	Main Street, between Dyer Road and MacArthur Boulevard (Santa Ana)	43,324	40,923
Y	Main Street, between MacArthur Boulevard and Sunflower Avenue (Santa Ana)	27,801	25,127
Z	Main Street, between Sunflower Avenue and Red Hill Avenue (Santa Ana/Irvine)	55,696	55,875
AA	Segerstrom Avenue, between Fairview Street and Bear Street (Santa Ana)	20,948	25,125
BB	Segerstrom Avenue, between Bear Street and Bristol Street (Santa Ana)	19,473	24,496
CC	Segerstrom Avenue, between Bristol Street and Flower Street (Santa Ana)	15,968	21,427
DD	Dyer Road, between Flower Street and Main Street (Santa Ana)	21,847	28,750
EE	MacArthur Boulevard, between Fairview Street and Bear Street (Santa Ana)	21,405	20,227
FF	MacArthur Boulevard, between Bear Street and S. Plaza Drive (Santa Ana)	23,158	19,800
GG	MacArthur Boulevard, between S. Plaza Drive and Bristol Street (Santa Ana)	24,451	21,427
HH	MacArthur Boulevard, between Bristol Street and Flower Street (Santa Ana)	22,880	21,385
II	MacArthur Boulevard, between Flower Street and Main Street (Santa Ana)	34,407	35,543
JJ	MacArthur Boulevard, between Main Street and SR-55 SB Ramps (Santa Ana)	53,185	51,498
KK	MacArthur Boulevard, between SR-55 SB Ramps and SR-55 NB Ramps (Santa Ana/Irvine/Caltrans)	224,431	250,673
LL	Sunflower Avenue, between Fairview Street and Bear Street (Santa Ana/Costa Mesa)	15,463	15,256
MM	Sunflower Avenue, between Bear Street and S. Plaza Drive (Santa Ana/Costa Mesa)	37,796	38,271
NN	Sunflower Avenue, between S. Plaza Drive and Bristol Street (Santa Ana/Costa Mesa)	28,875	30,481
OO	Sunflower Avenue, between Bristol Street and Flower Street (Santa Ana/Costa Mesa)	20,987	19,869
PP	Sunflower Avenue, between Bristol Street and Flower Street (Santa Ana/Costa Mesa)	29,165	29,829
QQ	Bristol Street, south of Baker Street (Santa Ana)	21,706	24,101



```
9 - SR-55 NB Ramps @ MacArthur Blvd.
Long Range Approved-ITAM TC V1.6                          IRVINE
                                   AM Peak Hour    PM Peak Hour
                 Ln     Cap        Vol    V/C      Vol    V/C

NBL               2    3400       1013   0.30*     797   0.23*
NBT               0                  0               0
NBR               F                  0               0

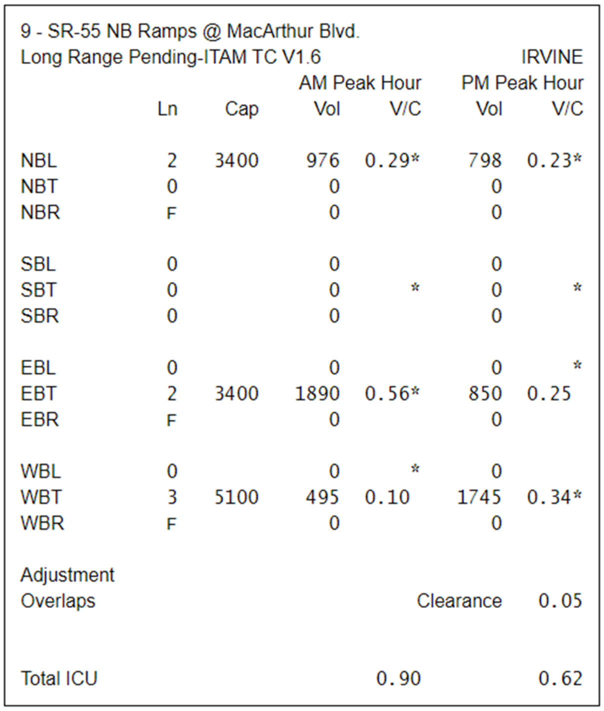
SBL               0                  0               0
SBT               0                  0      *        0      *
SBR               0                  0               0

EBL               0                  0               0      *
EBT               2    3400       1889   0.56*     851   0.25
EBR               F                  0               0

WBL               0                  0      *        0
WBT               3    5100        495   0.10     1753   0.34*
WBR               F                  0               0

Adjustment
Overlaps                                  Clearance        0.05


Total ICU                                0.91              0.62
```



```
9 - SR-55 NB Ramps @ MacArthur Blvd.
Long Range Pending-ITAM TC V1.6                           IRVINE
                                   AM Peak Hour    PM Peak Hour
                 Ln     Cap        Vol    V/C      Vol    V/C

NBL               2    3400        976   0.29*     798   0.23*
NBT               0                  0               0
NBR               F                  0               0

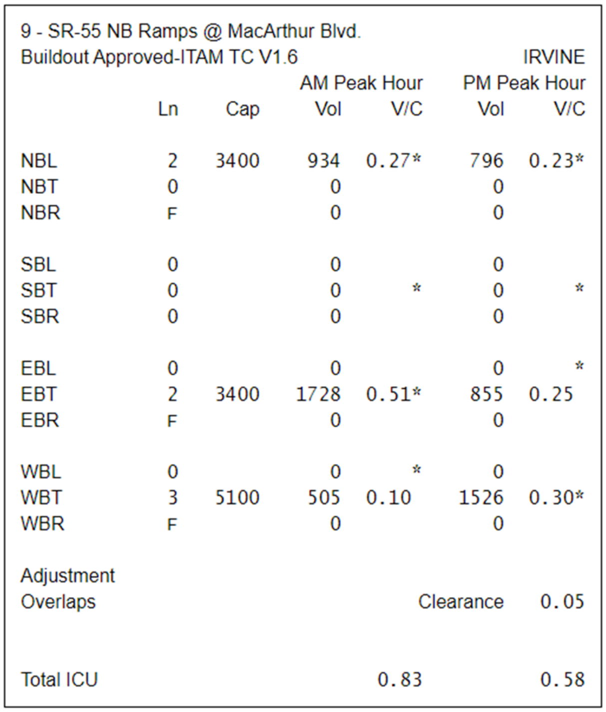
SBL               0                  0               0
SBT               0                  0      *        0      *
SBR               0                  0               0

EBL               0                  0               0      *
EBT               2    3400       1890   0.56*     850   0.25
EBR               F                  0               0

WBL               0                  0      *        0
WBT               3    5100        495   0.10     1745   0.34*
WBR               F                  0               0

Adjustment
Overlaps                                  Clearance        0.05


Total ICU                                0.90              0.62
```



```
9 - SR-55 NB Ramps @ MacArthur Blvd.
Buildout Approved-ITAM TC V1.6                            IRVINE
                                   AM Peak Hour    PM Peak Hour
                 Ln     Cap        Vol    V/C      Vol    V/C

NBL               2    3400        934   0.27*     796   0.23*
NBT               0                  0               0
NBR               F                  0               0

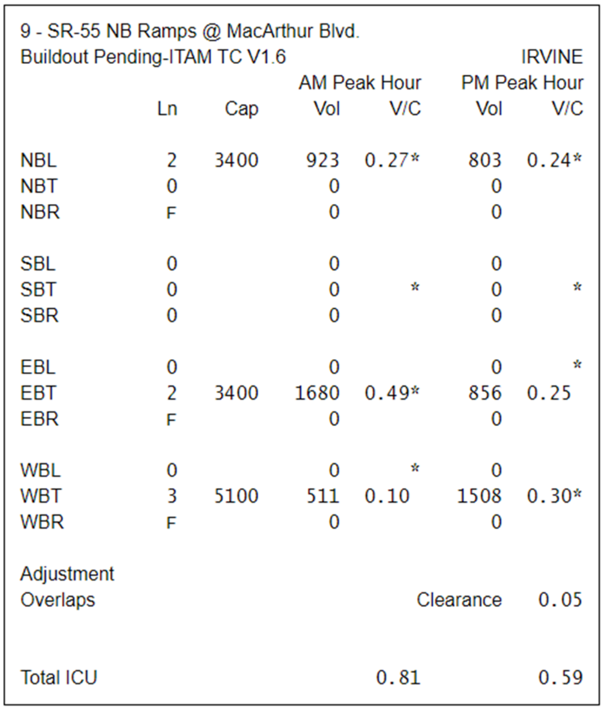
SBL               0                  0               0
SBT               0                  0      *        0      *
SBR               0                  0               0

EBL               0                  0               0      *
EBT               2    3400       1728   0.51*     855   0.25
EBR               F                  0               0

WBL               0                  0      *        0
WBT               3    5100        505   0.10     1526   0.30*
WBR               F                  0               0

Adjustment
Overlaps                                  Clearance        0.05


Total ICU                                0.83              0.58
```



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9 - SR-55 NB Ramps @ MacArthur Blvd.
Buildout Pending-ITAM TC V1.6                             IRVINE
                                   AM Peak Hour    PM Peak Hour
                 Ln     Cap        Vol    V/C      Vol    V/C

NBL               2    3400        923   0.27*     803   0.24*
NBT               0                  0               0
NBR               F                  0               0

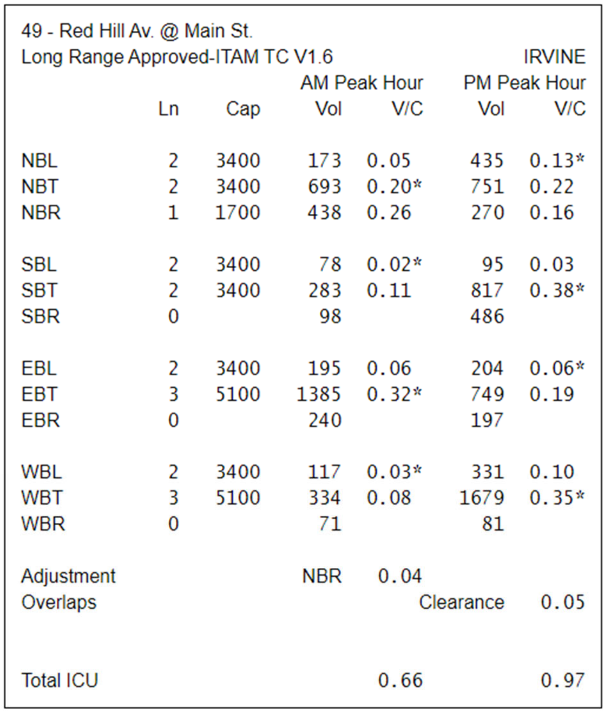
SBL               0                  0               0
SBT               0                  0      *        0      *
SBR               0                  0               0

EBL               0                  0               0      *
EBT               2    3400       1680   0.49*     856   0.25
EBR               F                  0               0

WBL               0                  0      *        0
WBT               3    5100        511   0.10     1508   0.30*
WBR               F                  0               0

Adjustment
Overlaps                                  Clearance        0.05


Total ICU                                0.81              0.59
```



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49 - Red Hill Av. @ Main St.
Long Range Approved-ITAM TC V1.6                              IRVINE
                                    AM Peak Hour      PM Peak Hour
                    Ln     Cap      Vol     V/C      Vol     V/C

NBL                  2    3400      173    0.05      435    0.13*
NBT                  2    3400      693    0.20*     751    0.22
NBR                  1    1700      438    0.26      270    0.16

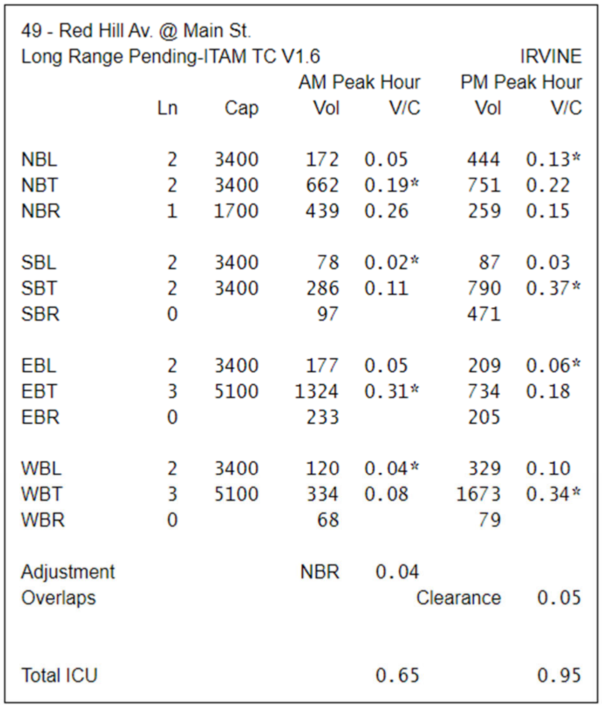
SBL                  2    3400       78    0.02*      95    0.03
SBT                  2    3400      283    0.11      817    0.38*
SBR                  0               98              486

EBL                  2    3400      195    0.06      204    0.06*
EBT                  3    5100     1385    0.32*     749    0.19
EBR                  0              240              197

WBL                  2    3400      117    0.03*     331    0.10
WBT                  3    5100      334    0.08     1679    0.35*
WBR                  0               71               81

Adjustment                          NBR    0.04
Overlaps                                         Clearance    0.05


Total ICU                                  0.66               0.97
```



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49 - Red Hill Av. @ Main St.
Long Range Pending-ITAM TC V1.6                               IRVINE
                                    AM Peak Hour      PM Peak Hour
                    Ln     Cap      Vol     V/C      Vol     V/C

NBL                  2    3400      172    0.05      444    0.13*
NBT                  2    3400      662    0.19*     751    0.22
NBR                  1    1700      439    0.26      259    0.15

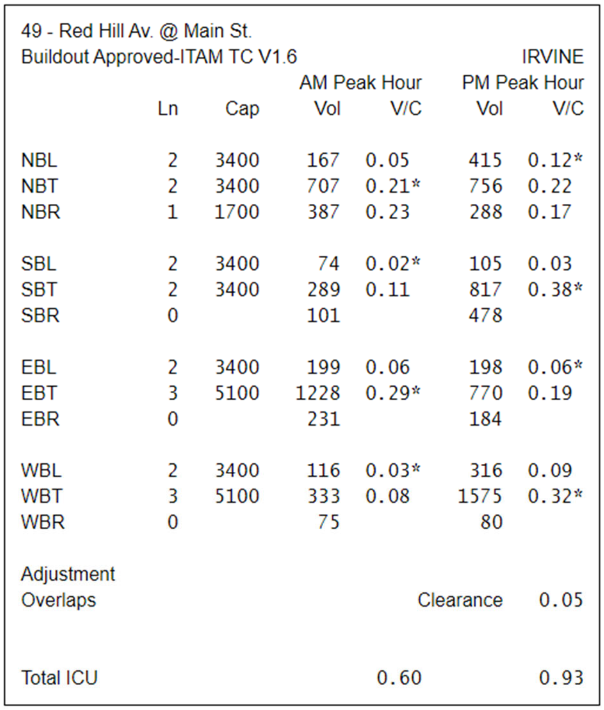
SBL                  2    3400       78    0.02*      87    0.03
SBT                  2    3400      286    0.11      790    0.37*
SBR                  0               97              471

EBL                  2    3400      177    0.05      209    0.06*
EBT                  3    5100     1324    0.31*     734    0.18
EBR                  0              233              205

WBL                  2    3400      120    0.04*     329    0.10
WBT                  3    5100      334    0.08     1673    0.34*
WBR                  0               68               79

Adjustment                          NBR    0.04
Overlaps                                         Clearance    0.05


Total ICU                                  0.65               0.95
```



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49 - Red Hill Av. @ Main St.
Buildout Approved-ITAM TC V1.6                                IRVINE
                                    AM Peak Hour      PM Peak Hour
                    Ln     Cap      Vol     V/C      Vol     V/C

NBL                  2    3400      167    0.05      415    0.12*
NBT                  2    3400      707    0.21*     756    0.22
NBR                  1    1700      387    0.23      288    0.17

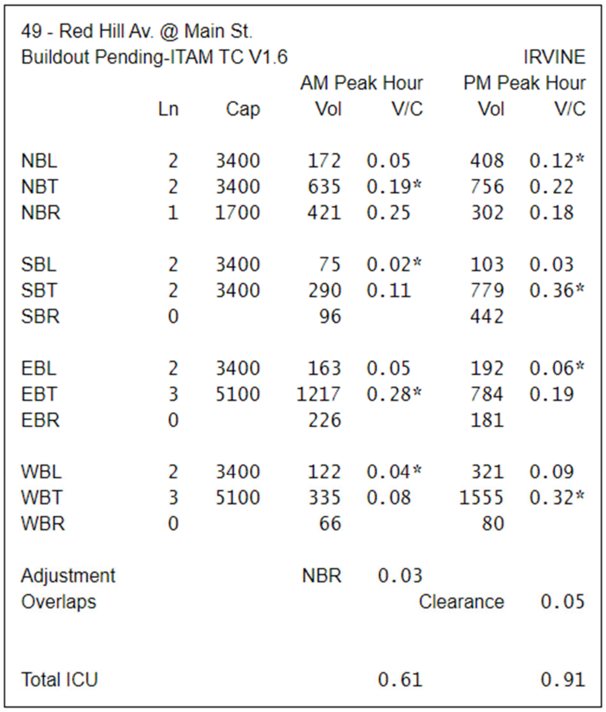
SBL                  2    3400       74    0.02*     105    0.03
SBT                  2    3400      289    0.11      817    0.38*
SBR                  0              101              478

EBL                  2    3400      199    0.06      198    0.06*
EBT                  3    5100     1228    0.29*     770    0.19
EBR                  0              231              184

WBL                  2    3400      116    0.03*     316    0.09
WBT                  3    5100      333    0.08     1575    0.32*
WBR                  0               75               80

Adjustment
Overlaps                                         Clearance    0.05


Total ICU                                  0.60               0.93
```



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49 - Red Hill Av. @ Main St.
Buildout Pending-ITAM TC V1.6                                 IRVINE
                                    AM Peak Hour      PM Peak Hour
                    Ln     Cap      Vol     V/C      Vol     V/C

NBL                  2    3400      172    0.05      408    0.12*
NBT                  2    3400      635    0.19*     756    0.22
NBR                  1    1700      421    0.25      302    0.18

SBL                  2    3400       75    0.02*     103    0.03
SBT                  2    3400      290    0.11      779    0.36*
SBR                  0               96              442

EBL                  2    3400      163    0.05      192    0.06*
EBT                  3    5100     1217    0.28*     784    0.19
EBR                  0              226              181

WBL                  2    3400      122    0.04*     321    0.09
WBT                  3    5100      335    0.08     1555    0.32*
WBR                  0               66               80

Adjustment                          NBR    0.03
Overlaps                                         Clearance    0.05


Total ICU                                  0.61               0.91
```

APPENDIX D

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX D-I

CITY OF SANTA ANA EXISTING TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.801

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	109	1079	141	208	2038	148	80	451	170	197	485	192
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	1079	141	208	2038	148	80	451	170	197	485	192
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	270	35	52	510	37	20	113	43	49	121	48
Total Analysis Volume [veh/h]	109	1079	141	208	2038	148	80	451	170	197	485	192
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.25	0.25	0.13	0.46	0.46	0.05	0.13	0.11	0.12	0.21	0.21
Intersection LOS	D											
Intersection V/C	0.801											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	243	198	895	317	245	694
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	243	198	895	317	245	694
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	50	224	79	61	174
Total Analysis Volume [veh/h]	243	198	895	317	245	694
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.12	0.26	0.20	0.15	0.20
Intersection LOS	A					
Intersection V/C	0.588					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.801

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	66	732	137	286	1021	120	191	922	85	123	560	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	732	137	286	1021	120	191	922	85	123	560	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	183	34	72	255	30	48	231	21	31	140	18
Total Analysis Volume [veh/h]	66	732	137	286	1021	120	191	922	85	123	560	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.18	0.18	0.18	0.24	0.24	0.12	0.31	0.31	0.08	0.20	0.20
Intersection LOS	D											
Intersection V/C	0.801											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	64	334	74	99	549	121	157	1076	300	75	551	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	334	74	99	549	121	157	1076	300	75	551	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	84	19	25	137	30	39	269	75	19	138	15
Total Analysis Volume [veh/h]	64	334	74	99	549	121	157	1076	300	75	551	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.13	0.13	0.06	0.21	0.21	0.10	0.43	0.43	0.05	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.776											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.743

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	106	468	209	243	1086	105	103	968	261	150	502	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	468	209	243	1086	105	103	968	261	150	502	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	117	52	61	272	26	26	242	65	38	126	27
Total Analysis Volume [veh/h]	106	468	209	243	1086	105	103	968	261	150	502	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.14	0.13	0.15	0.25	0.25	0.06	0.28	0.16	0.09	0.15	0.07
Intersection LOS	C											
Intersection V/C	0.743											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	250	779	90	310	1561	175	126	1029	152	237	499	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	250	779	90	310	1561	175	126	1029	152	237	499	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	195	23	78	390	44	32	257	38	59	125	35
Total Analysis Volume [veh/h]	250	779	90	310	1561	175	126	1029	152	237	499	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.18	0.18	0.10	0.31	0.11	0.04	0.20	0.10	0.07	0.10	0.09
Intersection LOS	C											
Intersection V/C	0.710											

Intersection Level Of Service Report

Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	82	283	120	201	764	303	98	1680	115	71	1192	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	283	120	201	764	303	98	1680	115	71	1192	101
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	71	30	50	191	76	25	420	29	18	298	25
Total Analysis Volume [veh/h]	82	283	120	201	764	303	98	1680	115	71	1192	101
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.08	0.08	0.13	0.22	0.19	0.06	0.37	0.37	0.04	0.27	0.27
Intersection LOS	C											
Intersection V/C	0.744											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	76	8	35	74	23	63	18	1512	107	47	1422	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	8	35	74	23	63	18	1512	107	47	1422	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	2	9	19	6	16	5	378	27	12	356	5
Total Analysis Volume [veh/h]	76	8	35	74	23	63	18	1512	107	47	1422	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.02	0.05	0.05	0.05	0.01	0.34	0.34	0.03	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.518											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	93	483	121	329	1433	149	194	1408	286	193	919	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	483	121	329	1433	149	194	1408	286	193	919	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	121	30	82	358	37	49	352	72	48	230	33
Total Analysis Volume [veh/h]	93	483	121	329	1433	149	194	1408	286	193	919	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.09	0.08	0.10	0.33	0.33	0.06	0.28	0.18	0.06	0.18	0.08
Intersection LOS	C											
Intersection V/C	0.745											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.705

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	22	143	74	165	356	267	167	1898	81	55	918	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	143	74	165	356	267	167	1898	81	55	918	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	36	19	41	89	67	42	475	20	14	230	15
Total Analysis Volume [veh/h]	22	143	74	165	356	267	167	1898	81	55	918	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.10	0.19	0.19	0.10	0.41	0.41	0.03	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.705											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	55	314	267	651	856	194	242	1407	255	147	439	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	314	267	651	856	194	242	1407	255	147	439	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	79	67	163	214	49	61	352	64	37	110	55
Total Analysis Volume [veh/h]	55	314	267	651	856	194	242	1407	255	147	439	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.06	0.17	0.20	0.17	0.12	0.08	0.28	0.16	0.05	0.09	0.14
Intersection LOS	C											
Intersection V/C	0.742											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	61	35	61	78	37	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	35	61	78	37	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	9	15	20	9	10
Total Analysis Volume [veh/h]	61	35	61	78	37	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.05	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.51	0.00	10.45	8.71
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.13	0.00	0.17	0.12
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.19	0.00	4.19	3.01
d_A, Approach Delay [s/veh]	0.00		3.30		9.55	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.81					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	84	706	36	81	1802	119	67	6	113	47	17	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	706	36	81	1802	119	67	6	113	47	17	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	177	9	20	451	30	17	2	28	12	4	4
Total Analysis Volume [veh/h]	84	706	36	81	1802	119	67	6	113	47	17	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.14	0.02	0.03	0.35	0.07	0.04	0.05	0.07	0.03	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.530											

Intersection Level Of Service Report

Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑⊢			↰↰↑⊢			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	187	1082	165	206	1755	112	49	325	66	309	259	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1082	165	206	1755	112	49	325	66	309	259	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	271	41	52	439	28	12	81	17	77	65	33
Total Analysis Volume [veh/h]	187	1082	165	206	1755	112	49	325	66	309	259	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.21	0.10	0.06	0.39	0.39	0.02	0.12	0.12	0.10	0.08	0.08
Intersection LOS	C											
Intersection V/C	0.716											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.433

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	44	298	176	212	635	52	52	659	210	145	322	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	298	176	212	635	52	52	659	210	145	322	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	75	44	53	159	13	13	165	53	36	81	17
Total Analysis Volume [veh/h]	44	298	176	212	635	52	52	659	210	145	322	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.09	0.00	0.07	0.14	0.14	0.02	0.18	0.18	0.05	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.433											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.326

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	64	11	69	41	1123	28	11	463	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	64	11	69	41	1123	28	11	463	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	16	3	17	10	281	7	3	116	7
Total Analysis Volume [veh/h]	4	8	11	64	11	69	41	1123	28	11	463	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.01	0.04	0.01	0.22	0.02	0.00	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.326											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.134

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↱			↱↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	0	0	11	0	0	13	40	987	21	52	481	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	11	0	0	13	40	987	21	52	481	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	0	0	3	10	247	5	13	120	1
Total Analysis Volume [veh/h]	0	0	11	0	0	13	40	987	21	52	481	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.02	0.06	0.01	0.00	0.13	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	13.41	0.00	0.00	10.63	10.56	0.00	0.00	15.71	0.00	0.00
Movement LOS			B			B	B	A	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	0.00	0.03	0.18	0.00	0.00	0.46	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.92	0.00	0.00	0.76	4.62	0.00	0.00	11.48	0.00	0.00
d_A, Approach Delay [s/veh]	13.41			10.63			0.40			1.52		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.95											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	95	466	137	247	1402	105	115	951	385	248	404	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	466	137	247	1402	105	115	951	385	248	404	139
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	117	34	62	351	26	29	238	96	62	101	35
Total Analysis Volume [veh/h]	95	466	137	247	1402	105	115	951	385	248	404	139
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.09	0.09	0.08	0.27	0.07	0.04	0.21	0.21	0.08	0.08	0.09
Intersection LOS	B											
Intersection V/C	0.641											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.347

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	36	77	94	126	98	163	94	632	71	41	263	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	77	94	126	98	163	94	632	71	41	263	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	19	24	32	25	41	24	158	18	10	66	7
Total Analysis Volume [veh/h]	36	77	94	126	98	163	94	632	71	41	263	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.06	0.08	0.08	0.08	0.03	0.15	0.15	0.01	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.347											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	172	189	0	10	751	192	320	0	637	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	189	0	10	751	192	320	0	637	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	47	0	3	188	48	80	0	159	0	0	0
Total Analysis Volume [veh/h]	172	189	0	10	751	192	320	0	637	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.04	0.00	0.01	0.22	0.12	0.10	0.00	0.15	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.470											

Intersection Level Of Service Report

Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	85.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	┼			┼			┐‖├			┐‖├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	17	5	28	30	6	160	74	796	33	17	790	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	5	28	30	6	160	74	796	33	17	790	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	7	8	2	40	19	199	8	4	198	5
Total Analysis Volume [veh/h]	17	5	28	30	6	160	74	796	33	17	790	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.07	0.05	0.37	0.09	0.27	0.09	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	82.09	74.36	29.01	77.14	85.14	39.17	9.88	0.00	0.00	9.61	0.00	0.00
Movement LOS	F	F	D	F	F	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.69	1.69	1.69	5.07	5.07	5.07	0.30	0.00	0.00	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	42.20	42.20	42.20	126.73	126.73	126.73	7.49	0.00	0.00	1.63	0.00	0.00
d_A, Approach Delay [s/veh]	51.59			46.39			0.81			0.20		
Approach LOS	F			E			A			A		
d_I, Intersection Delay [s/veh]	6.36											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.944

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	421	1804	201	146	1045	131	146	646	166	83	747	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	421	1804	201	146	1045	131	146	646	166	83	747	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	451	50	37	261	33	37	162	42	21	187	48
Total Analysis Volume [veh/h]	421	1804	201	146	1045	131	146	646	166	83	747	193
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.42	0.42	0.09	0.25	0.25	0.09	0.19	0.10	0.05	0.29	0.29
Intersection LOS	E											
Intersection V/C	0.944											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	680	257	701	140	161	1175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	680	257	701	140	161	1175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	170	64	175	35	40	294
Total Analysis Volume [veh/h]	680	257	701	140	161	1175
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.16	0.21	0.09	0.10	0.35
Intersection LOS	B					
Intersection V/C	0.606					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.918

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	181	1335	235	93	851	178	202	723	58	120	1085	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	1335	235	93	851	178	202	723	58	120	1085	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	334	59	23	213	45	51	181	15	30	271	14
Total Analysis Volume [veh/h]	181	1335	235	93	851	178	202	723	58	120	1085	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.33	0.33	0.06	0.21	0.21	0.13	0.24	0.24	0.08	0.36	0.36
Intersection LOS	E											
Intersection V/C	0.918											

Intersection Level Of Service Report

Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.906

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	121	851	81	67	373	107	160	794	84	76	1271	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	851	81	67	373	107	160	794	84	76	1271	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	213	20	17	93	27	40	199	21	19	318	21
Total Analysis Volume [veh/h]	121	851	81	67	373	107	160	794	84	76	1271	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.29	0.29	0.04	0.15	0.15	0.10	0.27	0.27	0.05	0.42	0.42
Intersection LOS	E											
Intersection V/C	0.906											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.924

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	253	1301	398	145	508	119	84	657	101	125	1183	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	253	1301	398	145	508	119	84	657	101	125	1183	234
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	325	100	36	127	30	21	164	25	31	296	59
Total Analysis Volume [veh/h]	253	1301	398	145	508	119	84	657	101	125	1183	234
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.38	0.25	0.09	0.13	0.13	0.05	0.19	0.06	0.08	0.35	0.15
Intersection LOS	E											
Intersection V/C	0.924											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.834

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	245	1689	92	173	965	89	283	738	248	181	1379	241
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	1689	92	173	965	89	283	738	248	181	1379	241
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	422	23	43	241	22	71	185	62	45	345	60
Total Analysis Volume [veh/h]	245	1689	92	173	965	89	283	738	248	181	1379	241
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.37	0.37	0.05	0.19	0.06	0.09	0.14	0.16	0.06	0.27	0.15
Intersection LOS	D											
Intersection V/C	0.834											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.876

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	202	972	254	113	274	83	98	919	95	94	1690	269
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	972	254	113	274	83	98	919	95	94	1690	269
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	243	64	28	69	21	25	230	24	24	423	67
Total Analysis Volume [veh/h]	202	972	254	113	274	83	98	919	95	94	1690	269
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.29	0.16	0.07	0.08	0.05	0.06	0.21	0.21	0.06	0.41	0.41
Intersection LOS	D											
Intersection V/C	0.876											

Intersection Level Of Service Report

Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	276	53	146	29	18	40	36	1246	144	97	1583	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	276	53	146	29	18	40	36	1246	144	97	1583	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	13	37	7	5	10	9	312	36	24	396	12
Total Analysis Volume [veh/h]	276	53	146	29	18	40	36	1246	144	97	1583	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.03	0.09	0.02	0.04	0.04	0.02	0.29	0.29	0.06	0.34	0.34
Intersection LOS	B											
Intersection V/C	0.621											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.820

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	338	1442	263	225	829	130	361	804	171	268	1551	293
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	338	1442	263	225	829	130	361	804	171	268	1551	293
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	361	66	56	207	33	90	201	43	67	388	73
Total Analysis Volume [veh/h]	338	1442	263	225	829	130	361	804	171	268	1551	293
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.28	0.16	0.07	0.20	0.20	0.11	0.16	0.11	0.08	0.30	0.18
Intersection LOS	D											
Intersection V/C	0.820											

Intersection Level Of Service Report

Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.915

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	134	640	75	86	207	199	211	1004	64	63	2009	179
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	640	75	86	207	199	211	1004	64	63	2009	179
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	160	19	22	52	50	53	251	16	16	502	45
Total Analysis Volume [veh/h]	134	640	75	86	207	199	211	1004	64	63	2009	179
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.22	0.22	0.05	0.13	0.13	0.13	0.22	0.22	0.04	0.46	0.46
Intersection LOS	E											
Intersection V/C	0.915											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	493	1181	324	286	372	281	301	619	60	200	1586	461
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	493	1181	324	286	372	281	301	619	60	200	1586	461
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	123	295	81	72	93	70	75	155	15	50	397	115
Total Analysis Volume [veh/h]	493	1181	324	286	372	281	301	619	60	200	1586	461
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.23	0.20	0.09	0.07	0.18	0.09	0.12	0.04	0.06	0.31	0.29
Intersection LOS	C											
Intersection V/C	0.785											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.200

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	238	80	70	99	99	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	238	80	70	99	99	148
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	20	18	25	25	37
Total Analysis Volume [veh/h]	238	80	70	99	99	148
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.06	0.00	0.20	0.17
d_M, Delay for Movement [s/veh]	0.00	0.00	8.08	0.00	14.09	10.07
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.18	0.00	0.74	0.62
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.49	0.00	18.49	15.52
d_A, Approach Delay [s/veh]	0.00		3.35		11.68	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.70					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	221	1912	81	204	1088	138	190	33	139	105	69	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	221	1912	81	204	1088	138	190	33	139	105	69	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	478	20	51	272	35	48	8	35	26	17	29
Total Analysis Volume [veh/h]	221	1912	81	204	1088	138	190	33	139	105	69	116
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.37	0.05	0.06	0.21	0.09	0.12	0.14	0.09	0.07	0.12	0.12
Intersection LOS	C											
Intersection V/C	0.723											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	203	1824	397	145	1208	84	205	434	96	268	671	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	203	1824	397	145	1208	84	205	434	96	268	671	175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	456	99	36	302	21	51	109	24	67	168	44
Total Analysis Volume [veh/h]	203	1824	397	145	1208	84	205	434	96	268	671	175
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.36	0.25	0.05	0.27	0.27	0.06	0.17	0.17	0.08	0.20	0.11
Intersection LOS	C											
Intersection V/C	0.714											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↦			↰↰↑↑↦			↰↰↑↑↦		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	229	1199	618	82	394	39	106	553	158	344	846	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	1199	618	82	394	39	106	553	158	344	846	245
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	300	155	21	99	10	27	138	40	86	212	61
Total Analysis Volume [veh/h]	229	1199	618	82	394	39	106	553	158	344	846	245
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.35	0.00	0.03	0.09	0.09	0.03	0.15	0.15	0.11	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.689											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰↰ ↑↑↑ ↱			↰↰ ↑↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	38	23	125	164	1007	49	98	1246	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	38	23	125	164	1007	49	98	1246	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	16	36	10	6	31	41	252	12	25	312	29
Total Analysis Volume [veh/h]	51	64	143	38	23	125	164	1007	49	98	1246	114
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.13	0.02	0.01	0.08	0.05	0.20	0.03	0.03	0.28	0.28
Intersection LOS	A											
Intersection V/C	0.538											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	34.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.514

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	0	0	130	0	0	115	125	1061	49	88	1388	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	130	0	0	115	125	1061	49	88	1388	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	33	0	0	29	31	265	12	22	347	9
Total Analysis Volume [veh/h]	0	0	130	0	0	115	125	1061	49	88	1388	35
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.32	0.00	0.00	0.36	0.51	0.01	0.00	0.25	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	17.94	0.00	0.00	18.60	34.46	0.00	0.00	18.90	0.00	0.00
Movement LOS			C			C	D	A	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.35	0.00	0.00	0.64	2.68	0.00	0.00	0.99	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	33.87	0.00	0.00	16.01	67.10	0.00	0.00	24.80	0.00	0.00
d_A, Approach Delay [s/veh]	17.94			18.60			3.49			1.10		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	3.49											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.698

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	651	1377	222	203	758	217	296	579	224	266	1022	325
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	651	1377	222	203	758	217	296	579	224	266	1022	325
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	163	344	56	51	190	54	74	145	56	67	256	81
Total Analysis Volume [veh/h]	651	1377	222	203	758	217	296	579	224	266	1022	325
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.27	0.14	0.06	0.15	0.14	0.09	0.13	0.13	0.08	0.20	0.20
Intersection LOS	B											
Intersection V/C	0.698											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.422

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	70	341	69	41	82	165	233	618	84	65	736	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	341	69	41	82	165	233	618	84	65	736	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	85	17	10	21	41	58	155	21	16	184	25
Total Analysis Volume [veh/h]	70	341	69	41	82	165	233	618	84	65	736	98
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.10	0.04	0.03	0.08	0.08	0.07	0.15	0.15	0.02	0.17	0.17
Intersection LOS	A											
Intersection V/C	0.422											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	728	1043	0	8	245	281	537	0	419	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	728	1043	0	8	245	281	537	0	419	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	182	261	0	2	61	70	134	0	105	0	0	0
Total Analysis Volume [veh/h]	728	1043	0	8	245	281	537	0	419	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.22	0.00	0.01	0.07	0.18	0.17	0.00	0.00	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.621											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	103.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			┐║├			┐║├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	26	2	22	12	2	61	91	635	51	40	1018	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	2	22	12	2	61	91	635	51	40	1018	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	6	3	1	15	23	159	13	10	255	10
Total Analysis Volume [veh/h]	26	2	22	12	2	61	91	635	51	40	1018	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.39	0.04	0.03	0.23	0.04	0.12	0.14	0.01	0.00	0.04	0.01	0.00
d_M, Delay for Movement [s/veh]	86.14	103.21	37.10	84.55	88.81	23.78	11.38	0.00	0.00	9.17	0.00	0.00
Movement LOS	F	F	E	F	F	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.05	2.05	2.05	1.72	1.72	1.72	0.48	0.00	0.00	0.14	0.00	0.00
95th-Percentile Queue Length [ft/ln]	51.14	51.14	51.14	42.96	42.96	42.96	12.02	0.00	0.00	3.47	0.00	0.00
d_A, Approach Delay [s/veh]	65.25			35.24			1.33			0.33		
Approach LOS	F			E			A			A		
d_I, Intersection Delay [s/veh]	3.66											
Intersection LOS	F											

APPENDIX D-II

CITY OF COSTA MESA/IRVINE EXISTING TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	187	1082	165	206	1755	112	49	325	66	309	259	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1082	165	206	1755	112	49	325	66	309	259	133
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	315	48	60	510	33	14	94	19	90	75	39
Total Analysis Volume [veh/h]	217	1258	192	240	2041	130	57	378	77	359	301	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.26	0.12	0.08	0.45	0.45	0.02	0.14	0.14	0.11	0.09	0.10
Intersection LOS	C											
Intersection V/C	0.774											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.474

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	44	298	176	212	635	52	52	659	210	145	322	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	298	176	212	635	52	52	659	210	145	322	67
Peak Hour Factor	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	91	54	65	195	16	16	202	64	44	99	21
Total Analysis Volume [veh/h]	54	366	216	260	779	64	64	809	258	178	395	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.00	0.08	0.18	0.18	0.02	0.22	0.22	0.06	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.474											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.314

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	64	11	69	41	1123	28	11	463	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	64	11	69	41	1123	28	11	463	29
Peak Hour Factor	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	17	3	19	11	304	8	3	125	8
Total Analysis Volume [veh/h]	4	9	12	69	12	75	44	1217	30	12	502	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.01	0.05	0.01	0.25	0.02	0.00	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.314											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	95	466	137	247	1402	105	115	951	385	248	404	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	466	137	247	1402	105	115	951	385	248	404	139
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	132	39	70	396	30	32	269	109	70	114	39
Total Analysis Volume [veh/h]	107	527	155	279	1584	119	130	1075	435	280	456	157
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.10	0.09	0.33	0.07	0.04	0.24	0.24	0.09	0.10	0.10
Intersection LOS	B											
Intersection V/C	0.687											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.321

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↱			↰↰↑↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	36	77	94	126	98	163	94	632	71	41	263	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	77	94	126	98	163	94	632	71	41	263	27
Peak Hour Factor	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	21	25	34	26	44	25	171	19	11	71	7
Total Analysis Volume [veh/h]	39	83	102	136	106	176	102	683	77	44	284	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.06	0.09	0.09	0.09	0.03	0.16	0.16	0.01	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.321											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.513

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	172	189	0	10	751	192	320	0	637	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	189	0	10	751	192	320	0	637	0	0	0
Peak Hour Factor	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	56	0	3	222	57	95	0	188	0	0	0
Total Analysis Volume [veh/h]	204	224	0	12	889	227	379	0	754	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.05	0.00	0.01	0.28	0.14	0.12	0.00	0.17	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.513											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	164	562	365	68	316	109	140	1322	257	156	312	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	562	365	68	316	109	140	1322	257	156	312	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	141	91	17	79	27	35	331	64	39	78	19
Total Analysis Volume [veh/h]	164	562	365	68	316	109	140	1322	257	156	312	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.17	0.21	0.02	0.13	0.13	0.04	0.31	0.31	0.05	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.640											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	159	933	158	34	2054	115	21	94	181	246	182	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	933	158	34	2054	115	21	94	181	246	182	247
Peak Hour Factor	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	259	44	9	571	32	6	26	50	68	51	69
Total Analysis Volume [veh/h]	177	1038	176	38	2285	128	23	105	201	274	202	275
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.22	0.11	0.01	0.50	0.50	0.01	0.06	0.06	0.09	0.06	0.17
Intersection LOS	C											
Intersection V/C	0.744											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.371

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↱			↰↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	97	391	12	12	879	31	60	33	188	0	5	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	391	12	12	879	31	60	33	188	0	5	2
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	107	3	3	241	9	16	9	52	0	1	1
Total Analysis Volume [veh/h]	107	430	13	13	966	34	66	36	207	0	5	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.09	0.01	0.00	0.21	0.21	0.02	0.02	0.13	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.371											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.421

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	55	1051	725	132	2011	15	7	2	8	204	15	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	1051	725	132	2011	15	7	2	8	204	15	95
Peak Hour Factor	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	279	193	35	534	4	2	1	2	54	4	25
Total Analysis Volume [veh/h]	58	1117	770	140	2137	16	7	2	9	217	16	101
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.17	0.00	0.04	0.33	0.01	0.00	0.00	0.01	0.05	0.01	0.06
Intersection LOS	A											
Intersection V/C	0.421											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.316

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	18	464	179	107	976	5	12	23	31	157	7	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	464	179	107	976	5	12	23	31	157	7	55
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	122	47	28	257	1	3	6	8	41	2	14
Total Analysis Volume [veh/h]	19	489	189	113	1028	5	13	24	33	165	7	58
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.14	0.14	0.07	0.22	0.22	0.01	0.04	0.04	0.05	0.05	0.04
Intersection LOS	A											
Intersection V/C	0.316											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	41	749	80	327	1269	30	126	216	39	105	77	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	749	80	327	1269	30	126	216	39	105	77	156
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	204	22	89	346	8	34	59	11	29	21	43
Total Analysis Volume [veh/h]	45	817	87	357	1384	33	137	236	43	115	84	170
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.19	0.19	0.11	0.30	0.30	0.09	0.17	0.17	0.07	0.05	0.11
Intersection LOS	B											
Intersection V/C	0.604											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	226	1137	581	209	969	226	264	613	192	329	320	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	226	1137	581	209	969	226	264	613	192	329	320	109
Peak Hour Factor	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	349	178	64	297	69	81	188	59	101	98	33
Total Analysis Volume [veh/h]	277	1395	713	256	1189	277	324	752	236	404	393	134
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.29	0.32	0.08	0.19	0.17	0.10	0.24	0.15	0.13	0.08	0.08
Intersection LOS	C											
Intersection V/C	0.761											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰↰ ↑ ↱↱			↰↰ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	80	103	35	128	235	388	484	980	231	30	455	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	103	35	128	235	388	484	980	231	30	455	98
Peak Hour Factor	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	29	10	36	66	109	135	274	65	8	127	27
Total Analysis Volume [veh/h]	90	115	39	143	263	434	542	1097	259	34	510	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.10	0.10	0.04	0.16	0.00	0.17	0.42	0.42	0.02	0.13	0.13
Intersection LOS	B											
Intersection V/C	0.666											

Intersection Level Of Service Report

Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	35	339	203	489	762	198	265	772	63	206	368	276
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	339	203	489	762	198	265	772	63	206	368	276
Peak Hour Factor	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	95	57	137	214	56	74	217	18	58	103	77
Total Analysis Volume [veh/h]	39	380	228	549	855	222	297	866	71	231	413	310
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.08	0.07	0.17	0.18	0.05	0.09	0.29	0.29	0.07	0.13	0.19
Intersection LOS	B											
Intersection V/C	0.616											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	292	673	4	46	817	384	0	0	0	2	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	292	673	4	46	817	384	0	0	0	2	0	5
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	1.0000	1.0000	1.0000	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	186	1	13	225	106	0	0	0	1	0	1
Total Analysis Volume [veh/h]	322	743	4	51	902	424	0	0	0	2	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.16	0.16	0.03	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.382											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.561

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	595	51	41	788	0	309	58	551	59	0	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	595	51	41	788	0	309	58	551	59	0	67
Peak Hour Factor	1.0000	0.9800	0.9800	0.9800	0.9800	1.0000	0.9800	0.9800	0.9800	0.9800	1.0000	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	152	13	10	201	0	79	15	141	15	0	17
Total Analysis Volume [veh/h]	0	607	52	42	804	0	315	59	562	60	0	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.14	0.03	0.17	0.00	0.10	0.12	0.35	0.04	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.561											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	203	1824	397	145	1208	84	205	434	96	268	671	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	203	1824	397	145	1208	84	205	434	96	268	671	175
Peak Hour Factor	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	478	104	38	317	22	54	114	25	70	176	46
Total Analysis Volume [veh/h]	213	1914	417	152	1268	88	215	455	101	281	704	184
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.40	0.26	0.05	0.28	0.28	0.07	0.17	0.17	0.09	0.22	0.12
Intersection LOS	C											
Intersection V/C	0.733											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	229	1199	618	82	394	39	106	553	158	344	846	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	1199	618	82	394	39	106	553	158	344	846	245
Peak Hour Factor	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	310	160	21	102	10	27	143	41	89	219	63
Total Analysis Volume [veh/h]	237	1240	639	85	407	40	110	572	163	356	875	253
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.39	0.00	0.03	0.09	0.09	0.03	0.15	0.15	0.11	0.24	0.24
Intersection LOS	B											
Intersection V/C	0.683											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.535

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	38	23	125	164	1007	49	98	1246	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	38	23	125	164	1007	49	98	1246	114
Peak Hour Factor	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	39	10	6	34	45	276	13	27	341	31
Total Analysis Volume [veh/h]	56	70	157	42	25	137	180	1103	54	107	1365	125
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.03	0.02	0.09	0.06	0.23	0.03	0.03	0.31	0.31
Intersection LOS	A											
Intersection V/C	0.535											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	651	1377	222	203	758	217	296	579	224	266	1022	325
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	651	1377	222	203	758	217	296	579	224	266	1022	325
Peak Hour Factor	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	165	349	56	51	192	55	75	147	57	67	259	82
Total Analysis Volume [veh/h]	660	1397	225	206	769	220	300	587	227	270	1037	330
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.29	0.14	0.06	0.16	0.14	0.09	0.13	0.13	0.08	0.22	0.21
Intersection LOS	B											
Intersection V/C	0.676											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.394

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	70	341	69	41	82	165	233	618	84	65	736	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	341	69	41	82	165	233	618	84	65	736	98
Peak Hour Factor	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	89	18	11	21	43	61	161	22	17	191	25
Total Analysis Volume [veh/h]	73	355	72	43	85	172	242	643	87	68	766	102
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.05	0.03	0.08	0.08	0.08	0.15	0.15	0.02	0.18	0.18
Intersection LOS	A											
Intersection V/C	0.394											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.632

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	728	1043	0	8	245	281	537	0	419	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	728	1043	0	8	245	281	537	0	419	0	0	0
Peak Hour Factor	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	202	289	0	2	68	78	149	0	116	0	0	0
Total Analysis Volume [veh/h]	806	1155	0	9	271	311	595	0	464	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.24	0.00	0.01	0.08	0.19	0.19	0.00	0.00	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.632											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.811

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↱			↰↰↑↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	420	906	244	75	543	295	200	712	193	282	1605	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	420	906	244	75	543	295	200	712	193	282	1605	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	227	61	19	136	74	50	178	48	71	401	23
Total Analysis Volume [veh/h]	420	906	244	75	543	295	200	712	193	282	1605	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.27	0.14	0.02	0.25	0.25	0.06	0.18	0.18	0.08	0.33	0.33
Intersection LOS	D											
Intersection V/C	0.811											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.836

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑┣			↰↑┣↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	115	1890	254	84	1057	81	178	226	503	202	311	453
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	1890	254	84	1057	81	178	226	503	202	311	453
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	485	65	22	271	21	46	58	129	52	80	116
Total Analysis Volume [veh/h]	118	1940	261	86	1085	83	183	232	516	207	319	465
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.40	0.16	0.03	0.24	0.24	0.11	0.16	0.16	0.06	0.10	0.29
Intersection LOS	D											
Intersection V/C	0.836											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.555

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↱			↰↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	190	1488	46	57	740	164	281	117	305	56	51	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	1488	46	57	740	164	281	117	305	56	51	51
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	385	12	15	192	42	73	30	79	15	13	13
Total Analysis Volume [veh/h]	197	1542	48	59	767	170	291	121	316	58	53	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.32	0.03	0.02	0.20	0.20	0.09	0.08	0.20	0.02	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.555											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	364	2100	659	112	1642	72	80	21	137	703	48	201
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	364	2100	659	112	1642	72	80	21	137	703	48	201
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	547	172	29	428	19	21	5	36	183	13	52
Total Analysis Volume [veh/h]	379	2188	686	117	1710	75	83	22	143	732	50	209
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.34	0.00	0.04	0.27	0.05	0.05	0.01	0.09	0.15	0.03	0.13
Intersection LOS	B											
Intersection V/C	0.628											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	33	1543	233	142	1002	16	7	8	36	185	16	153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	1543	233	142	1002	16	7	8	36	185	16	153
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	404	61	37	262	4	2	2	9	48	4	40
Total Analysis Volume [veh/h]	35	1614	244	149	1048	17	7	8	38	194	17	160
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.39	0.39	0.09	0.22	0.22	0.00	0.03	0.03	0.06	0.07	0.10
Intersection LOS	B											
Intersection V/C	0.609											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.833

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↰↑↑↱			↰↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	112	1211	104	242	1355	84	247	200	58	235	234	431
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	1211	104	242	1355	84	247	200	58	235	234	431
Peak Hour Factor	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	315	27	63	352	22	64	52	15	61	61	112
Total Analysis Volume [veh/h]	117	1260	108	252	1410	87	257	208	60	245	243	448
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.29	0.29	0.08	0.31	0.31	0.16	0.17	0.17	0.15	0.15	0.28
Intersection LOS	D											
Intersection V/C	0.833											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.702

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	319	1026	378	243	1100	342	296	498	193	668	990	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	319	1026	378	243	1100	342	296	498	193	668	990	165
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	266	98	63	285	89	77	129	50	173	256	43
Total Analysis Volume [veh/h]	331	1063	392	252	1140	354	307	516	200	692	1026	171
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.22	0.03	0.08	0.18	0.22	0.10	0.16	0.13	0.22	0.21	0.11
Intersection LOS	C											
Intersection V/C	0.702											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.729

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	224	191	22	160	209	695	388	619	136	12	1252	173
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	191	22	160	209	695	388	619	136	12	1252	173
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	51	6	42	55	184	103	164	36	3	331	46
Total Analysis Volume [veh/h]	237	202	23	169	221	735	411	655	144	13	1325	183
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.14	0.14	0.05	0.14	0.10	0.13	0.25	0.25	0.01	0.31	0.31
Intersection LOS	C											
Intersection V/C	0.729											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.741

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	184	762	219	475	660	464	280	449	81	208	929	434
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	762	219	475	660	464	280	449	81	208	929	434
Peak Hour Factor	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	206	59	129	179	126	76	121	22	56	251	117
Total Analysis Volume [veh/h]	199	825	237	514	714	502	303	486	88	225	1005	470
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.17	0.08	0.16	0.15	0.22	0.09	0.18	0.18	0.07	0.31	0.29
Intersection LOS	C											
Intersection V/C	0.741											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.495

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	664	1218	8	53	572	557	0	0	0	4	4	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	664	1218	8	53	572	557	0	0	0	4	4	12
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	1.0000	1.0000	1.0000	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	332	2	14	156	152	0	0	0	1	1	3
Total Analysis Volume [veh/h]	723	1327	9	58	623	607	0	0	0	4	4	13
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.28	0.28	0.04	0.26	0.26	0.00	0.00	0.00	0.00	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.495											

Intersection Level Of Service Report

Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	1892	14	14	531	0	442	12	262	18	0	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1892	14	14	531	0	442	12	262	18	0	30
Peak Hour Factor	1.0000	0.9240	0.9240	0.9240	0.9240	1.0000	0.9240	0.9240	0.9240	0.9240	1.0000	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	512	4	4	144	0	120	3	71	5	0	8
Total Analysis Volume [veh/h]	0	2048	15	15	575	0	478	13	284	19	0	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.43	0.43	0.01	0.12	0.00	0.15	0.15	0.18	0.01	0.00	0.02
Intersection LOS	B											
Intersection V/C	0.637											

APPENDIX D-III

CITY OF SANTA ANA EXISTING PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	109	1079	141	211	2038	148	80	454	170	197	496	203
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	1079	141	211	2038	148	80	454	170	197	496	203
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	270	35	53	510	37	20	114	43	49	124	51
Total Analysis Volume [veh/h]	109	1079	141	211	2038	148	80	454	170	197	496	203
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.25	0.25	0.13	0.46	0.46	0.05	0.13	0.11	0.12	0.22	0.22
Intersection LOS	D											
Intersection V/C	0.808											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	257	198	896	322	245	701
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	257	198	896	322	245	701
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	50	224	81	61	175
Total Analysis Volume [veh/h]	257	198	896	322	245	701
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.12	0.26	0.20	0.15	0.21
Intersection LOS	A					
Intersection V/C	0.588					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.816

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	73	769	150	286	1034	120	191	922	86	129	560	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	769	150	286	1034	120	191	922	86	129	560	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	192	38	72	259	30	48	231	22	32	140	18
Total Analysis Volume [veh/h]	73	769	150	286	1034	120	191	922	86	129	560	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.19	0.19	0.18	0.24	0.24	0.12	0.32	0.32	0.08	0.20	0.20
Intersection LOS	D											
Intersection V/C	0.816											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.782

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	64	346	74	99	553	121	157	1089	300	75	557	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	346	74	99	553	121	157	1089	300	75	557	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	87	19	25	138	30	39	272	75	19	139	15
Total Analysis Volume [veh/h]	64	346	74	99	553	121	157	1089	300	75	557	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.13	0.13	0.06	0.21	0.21	0.10	0.43	0.43	0.05	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.782											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.747

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑┣			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	106	468	209	243	1086	105	103	981	261	150	508	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	468	209	243	1086	105	103	981	261	150	508	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	117	52	61	272	26	26	245	65	38	127	27
Total Analysis Volume [veh/h]	106	468	209	243	1086	105	103	981	261	150	508	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.14	0.13	0.15	0.25	0.25	0.06	0.29	0.16	0.09	0.15	0.07
Intersection LOS	C											
Intersection V/C	0.747											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	250	779	90	310	1561	175	126	1037	152	237	519	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	250	779	90	310	1561	175	126	1037	152	237	519	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	195	23	78	390	44	32	259	38	59	130	35
Total Analysis Volume [veh/h]	250	779	90	310	1561	175	126	1037	152	237	519	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.18	0.18	0.10	0.31	0.11	0.04	0.20	0.10	0.07	0.10	0.09
Intersection LOS	C											
Intersection V/C	0.712											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	82	283	120	206	764	303	98	1688	115	71	1212	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	283	120	206	764	303	98	1688	115	71	1212	115
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	71	30	52	191	76	25	422	29	18	303	29
Total Analysis Volume [veh/h]	82	283	120	206	764	303	98	1688	115	71	1212	115
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.08	0.08	0.13	0.22	0.19	0.06	0.38	0.38	0.04	0.28	0.28
Intersection LOS	C											
Intersection V/C	0.746											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	110	8	35	74	23	63	18	1512	119	47	1423	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	8	35	74	23	63	18	1512	119	47	1423	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	2	9	19	6	16	5	378	30	12	356	5
Total Analysis Volume [veh/h]	110	8	35	74	23	63	18	1512	119	47	1423	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.02	0.05	0.05	0.05	0.01	0.34	0.34	0.03	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.542											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	93	539	210	329	1452	149	194	1408	286	227	920	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	539	210	329	1452	149	194	1408	286	227	920	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	135	53	82	363	37	49	352	72	57	230	33
Total Analysis Volume [veh/h]	93	539	210	329	1452	149	194	1408	286	227	920	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.13	0.10	0.33	0.33	0.06	0.28	0.18	0.07	0.18	0.08
Intersection LOS	C											
Intersection V/C	0.760											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	22	143	74	165	356	271	179	1976	81	55	949	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	143	74	165	356	271	179	1976	81	55	949	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	36	19	41	89	68	45	494	20	14	237	15
Total Analysis Volume [veh/h]	22	143	74	165	356	271	179	1976	81	55	949	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.10	0.20	0.20	0.11	0.43	0.43	0.03	0.21	0.21
Intersection LOS	C											
Intersection V/C	0.723											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.757

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	55	314	267	651	856	194	242	1485	255	147	470	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	314	267	651	856	194	242	1485	255	147	470	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	79	67	163	214	49	61	371	64	37	118	55
Total Analysis Volume [veh/h]	55	314	267	651	856	194	242	1485	255	147	470	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.06	0.17	0.20	0.17	0.12	0.08	0.29	0.16	0.05	0.09	0.14
Intersection LOS	C											
Intersection V/C	0.757											

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

Intersection Setup

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	971	0	903	0	1533	1037	0	1295	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	971	0	903	0	1533	1037	0	1295	146
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	243	0	226	0	383	259	0	324	37
Total Analysis Volume [veh/h]	0	0	0	971	0	903	0	1533	1037	0	1295	146
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.30	0.00	0.28	0.00	0.30	0.00	0.00	0.25	0.00
Intersection LOS	B											
Intersection V/C	0.654											

Intersection Level Of Service Report

Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.085

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	74	0	29	81	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	0	29	81	0	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	7	20	0	9
Total Analysis Volume [veh/h]	74	0	29	81	0	36
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.02	0.02	0.00	0.02
Intersection LOS	A					
Intersection V/C	0.085					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	0	792	36	81	1857	43	84	0	1	35	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	792	36	81	1857	43	84	0	1	35	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	198	9	20	464	11	21	0	0	9	0	4
Total Analysis Volume [veh/h]	0	792	36	81	1857	43	84	0	1	35	0	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.02	0.03	0.40	0.40	0.05	0.00	0.00	0.02	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.508											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.717

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	187	1082	166	206	1755	112	49	325	66	313	259	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1082	166	206	1755	112	49	325	66	313	259	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	271	42	52	439	28	12	81	17	78	65	33
Total Analysis Volume [veh/h]	187	1082	166	206	1755	112	49	325	66	313	259	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.21	0.10	0.06	0.39	0.39	0.02	0.12	0.12	0.10	0.08	0.08
Intersection LOS	C											
Intersection V/C	0.717											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↱			↰↰↑↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	44	298	196	212	635	52	52	660	210	193	326	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	298	196	212	635	52	52	660	210	193	326	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	75	49	53	159	13	13	165	53	48	82	17
Total Analysis Volume [veh/h]	44	298	196	212	635	52	52	660	210	193	326	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.09	0.00	0.07	0.14	0.14	0.02	0.18	0.18	0.06	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.448											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	67	11	69	49	1137	28	52	515	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	67	11	69	49	1137	28	52	515	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	17	3	17	12	284	7	13	129	8
Total Analysis Volume [veh/h]	4	8	11	67	11	69	49	1137	28	52	515	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.01	0.04	0.02	0.22	0.02	0.02	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.343											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.354

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1026	30	55	512	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1026	30	55	512	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	257	8	14	128	12
Total Analysis Volume [veh/h]	10	0	11	68	0	37	35	1026	30	55	512	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.04	0.00	0.02	0.02	0.22	0.22	0.03	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.354											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	137	486	137	247	1472	122	126	971	455	248	411	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	486	137	247	1472	122	126	971	455	248	411	139
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	122	34	62	368	31	32	243	114	62	103	35
Total Analysis Volume [veh/h]	137	486	137	247	1472	122	126	971	455	248	411	139
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.10	0.09	0.08	0.29	0.08	0.04	0.22	0.22	0.08	0.08	0.09
Intersection LOS	B											
Intersection V/C	0.682											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.351

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	36	77	94	126	98	163	94	652	71	41	270	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	77	94	126	98	163	94	652	71	41	270	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	19	24	32	25	41	24	163	18	10	68	7
Total Analysis Volume [veh/h]	36	77	94	126	98	163	94	652	71	41	270	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.06	0.08	0.08	0.08	0.03	0.15	0.15	0.01	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.351											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.476

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	179	189	0	10	751	192	320	0	657	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	179	189	0	10	751	192	320	0	657	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	47	0	3	188	48	80	0	164	0	0	0
Total Analysis Volume [veh/h]	179	189	0	10	751	192	320	0	657	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.04	0.00	0.01	0.22	0.12	0.10	0.00	0.15	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.476											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1272	539	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1272	539	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	318	135	9
Total Analysis Volume [veh/h]	0	69	0	1272	539	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.71	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.38	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.59	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.71		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 14.8
Level Of Service: B
Volume to Capacity (v/c): 0.008

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1561	1229	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1561	1229	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	390	307	2
Total Analysis Volume [veh/h]	0	3	0	1561	1229	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	14.79	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.61	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.79		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.584

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1086	23	24	1999	41	76	0	80	0	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1086	23	24	1999	41	76	0	80	0	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	272	6	6	500	10	19	0	20	0	0	6
Total Analysis Volume [veh/h]	38	1086	23	24	1999	41	76	0	80	0	0	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.21	0.01	0.02	0.43	0.43	0.05	0.00	0.10	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.584											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1163	1949	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1163	1949	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	291	487	0	0	0
Total Analysis Volume [veh/h]	0	1163	1949	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	21.69
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		21.69	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	868	2011	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	868	2011	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	217	503	0	0	0
Total Analysis Volume [veh/h]	0	868	2011	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	22.50
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		22.50	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	868	2011	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	868	2011	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	217	503	0	0	0
Total Analysis Volume [veh/h]	0	868	2011	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	22.50
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		22.50	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	0	1886	0	0	1159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1886	0	0	1159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	472	0	0	290
Total Analysis Volume [veh/h]	0	0	1886	0	0	1159
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	20.90	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.90		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	0	1886	0	0	1159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1886	0	0	1159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	472	0	0	290
Total Analysis Volume [veh/h]	0	0	1886	0	0	1159
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	20.90	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.90		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	166	0	0	211	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	166	0	0	211	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	0	0	53	0	0
Total Analysis Volume [veh/h]	166	0	0	211	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.75
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.75	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	137	0	0	165	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	0	0	165	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	0	0	41	0	0
Total Analysis Volume [veh/h]	137	0	0	165	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.67
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.67	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	98	8	0	118	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	8	0	118	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	2	0	30	0	3
Total Analysis Volume [veh/h]	98	8	0	118	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.63
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.83
d_A, Approach Delay [s/veh]	0.00		0.00		8.63	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	166	0	0	211	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	166	0	0	211	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	0	0	53	0	0
Total Analysis Volume [veh/h]	166	0	0	211	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.75
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.75	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱						↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	0	116	21	72	140	7	0	0	0	12	1	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	116	21	72	140	7	0	0	0	12	1	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	29	5	18	35	2	0	0	0	3	0	3
Total Analysis Volume [veh/h]	0	116	21	72	140	7	0	0	0	12	1	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	7.51	0.00	0.00	7.62	0.00	0.00	0.00	0.00	0.00	11.57	12.27	8.72
Movement LOS	A	A	A	A	A	A				B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.07	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.93	0.00	0.00	0.00	0.00	0.00	1.64	1.00	1.00
d_A, Approach Delay [s/veh]	0.00			2.51			0.00			10.30		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.09											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	86.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.088

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	╋			╋			┓┃┃┣			┓┃┃┣		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	17	5	28	30	6	160	74	797	33	17	797	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	5	28	30	6	160	74	797	33	17	797	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	7	8	2	40	19	199	8	4	199	5
Total Analysis Volume [veh/h]	17	5	28	30	6	160	74	797	33	17	797	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.07	0.05	0.37	0.09	0.27	0.09	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	83.21	75.44	29.47	78.85	86.84	40.27	9.91	0.00	0.00	9.61	0.00	0.00
Movement LOS	F	F	D	F	F	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.71	1.71	1.71	5.16	5.16	5.16	0.30	0.00	0.00	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	42.73	42.73	42.73	129.09	129.09	129.09	7.54	0.00	0.00	1.63	0.00	0.00
d_A, Approach Delay [s/veh]	52.34			47.60			0.81			0.20		
Approach LOS	F			E			A			A		
d_I, Intersection Delay [s/veh]	6.48											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.946

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	421	1804	201	150	1045	131	146	650	166	83	747	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	421	1804	201	150	1045	131	146	650	166	83	747	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	451	50	38	261	33	37	163	42	21	187	48
Total Analysis Volume [veh/h]	421	1804	201	150	1045	131	146	650	166	83	747	193
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.42	0.42	0.09	0.25	0.25	0.09	0.19	0.10	0.05	0.29	0.29
Intersection LOS	E											
Intersection V/C	0.946											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	681	257	704	146	161	1175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	681	257	704	146	161	1175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	170	64	176	37	40	294
Total Analysis Volume [veh/h]	681	257	704	146	161	1175
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.16	0.21	0.09	0.10	0.35
Intersection LOS	B					
Intersection V/C	0.606					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.920

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	181	1345	238	93	872	178	202	723	61	126	1085	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	1345	238	93	872	178	202	723	61	126	1085	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	336	60	23	218	45	51	181	15	32	271	14
Total Analysis Volume [veh/h]	181	1345	238	93	872	178	202	723	61	126	1085	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.33	0.33	0.06	0.22	0.22	0.13	0.25	0.25	0.08	0.36	0.36
Intersection LOS	E											
Intersection V/C	0.920											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.908

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	121	852	81	67	378	107	160	797	84	76	1277	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	852	81	67	378	107	160	797	84	76	1277	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	213	20	17	95	27	40	199	21	19	319	21
Total Analysis Volume [veh/h]	121	852	81	67	378	107	160	797	84	76	1277	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.29	0.29	0.04	0.15	0.15	0.10	0.28	0.28	0.05	0.42	0.42
Intersection LOS	E											
Intersection V/C	0.908											

Intersection Level Of Service Report

Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.925

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	253	1301	398	145	508	119	84	660	101	125	1189	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	253	1301	398	145	508	119	84	660	101	125	1189	234
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	325	100	36	127	30	21	165	25	31	297	59
Total Analysis Volume [veh/h]	253	1301	398	145	508	119	84	660	101	125	1189	234
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.38	0.25	0.09	0.13	0.13	0.05	0.19	0.06	0.08	0.35	0.15
Intersection LOS	E											
Intersection V/C	0.925											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.834

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	245	1689	92	173	965	89	283	747	248	181	1381	241
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	1689	92	173	965	89	283	747	248	181	1381	241
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	422	23	43	241	22	71	187	62	45	345	60
Total Analysis Volume [veh/h]	245	1689	92	173	965	89	283	747	248	181	1381	241
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.37	0.37	0.05	0.19	0.06	0.09	0.15	0.16	0.06	0.27	0.15
Intersection LOS	D											
Intersection V/C	0.834											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.880

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↑↦			↰↑↑↦		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	202	972	254	119	274	83	98	928	95	94	1692	270
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	972	254	119	274	83	98	928	95	94	1692	270
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	243	64	30	69	21	25	232	24	24	423	68
Total Analysis Volume [veh/h]	202	972	254	119	274	83	98	928	95	94	1692	270
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.29	0.16	0.07	0.08	0.05	0.06	0.21	0.21	0.06	0.41	0.41
Intersection LOS	D											
Intersection V/C	0.880											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	270	53	146	29	18	40	36	1249	156	97	1587	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	270	53	146	29	18	40	36	1249	156	97	1587	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	13	37	7	5	10	9	312	39	24	397	12
Total Analysis Volume [veh/h]	270	53	146	29	18	40	36	1249	156	97	1587	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.03	0.09	0.02	0.04	0.04	0.02	0.29	0.29	0.06	0.34	0.34
Intersection LOS	B											
Intersection V/C	0.618											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.823

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	338	1454	286	225	861	130	361	807	171	319	1555	293
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	338	1454	286	225	861	130	361	807	171	319	1555	293
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	364	72	56	215	33	90	202	43	80	389	73
Total Analysis Volume [veh/h]	338	1454	286	225	861	130	361	807	171	319	1555	293
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.29	0.18	0.07	0.21	0.21	0.11	0.16	0.11	0.10	0.30	0.18
Intersection LOS	D											
Intersection V/C	0.823											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.926

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	134	640	75	86	207	204	212	1033	64	63	2057	179
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	640	75	86	207	204	212	1033	64	63	2057	179
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	160	19	22	52	51	53	258	16	16	514	45
Total Analysis Volume [veh/h]	134	640	75	86	207	204	212	1033	64	63	2057	179
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.22	0.22	0.05	0.13	0.13	0.13	0.23	0.23	0.04	0.47	0.47
Intersection LOS	E											
Intersection V/C	0.926											

Intersection Level Of Service Report

Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	493	1181	324	286	372	281	301	648	60	200	1634	461
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	493	1181	324	286	372	281	301	648	60	200	1634	461
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	123	295	81	72	93	70	75	162	15	50	409	115
Total Analysis Volume [veh/h]	493	1181	324	286	372	281	301	648	60	200	1634	461
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.23	0.20	0.09	0.07	0.18	0.09	0.13	0.04	0.06	0.32	0.29
Intersection LOS	C											
Intersection V/C	0.794											

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	291	0	742	0	1208	1050	0	1558	608
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	291	0	742	0	1208	1050	0	1558	608
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	73	0	186	0	302	263	0	390	152
Total Analysis Volume [veh/h]	0	0	0	291	0	742	0	1208	1050	0	1558	608
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.00	0.23	0.00	0.24	0.00	0.00	0.31	0.00
Intersection LOS	A											
Intersection V/C	0.587											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.184

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	246	0	76	101	0	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	0	76	101	0	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	0	19	25	0	16
Total Analysis Volume [veh/h]	246	0	76	101	0	62
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.05	0.03	0.00	0.04
Intersection LOS	A					
Intersection V/C	0.184					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.632

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰↑ ↱			↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	0	1996	81	204	1187	112	87	0	8	79	0	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1996	81	204	1187	112	87	0	8	79	0	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	499	20	51	297	28	22	0	2	20	0	29
Total Analysis Volume [veh/h]	0	1996	81	204	1187	112	87	0	8	79	0	116
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.39	0.05	0.06	0.27	0.27	0.05	0.00	0.01	0.05	0.00	0.07
Intersection LOS	B											
Intersection V/C	0.632											

Intersection Level Of Service Report

Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑├			↰↰↑├			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	203	1824	398	145	1208	84	205	434	96	269	671	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	203	1824	398	145	1208	84	205	434	96	269	671	175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	456	100	36	302	21	51	109	24	67	168	44
Total Analysis Volume [veh/h]	203	1824	398	145	1208	84	205	434	96	269	671	175
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.36	0.25	0.05	0.27	0.27	0.06	0.17	0.17	0.08	0.20	0.11
Intersection LOS	C											
Intersection V/C	0.714											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↦			↰↰↑↑↦			↰↰↑↑↦		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	229	1199	646	82	394	39	106	554	158	358	847	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	1199	646	82	394	39	106	554	158	358	847	245
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	300	162	21	99	10	27	139	40	90	212	61
Total Analysis Volume [veh/h]	229	1199	646	82	394	39	106	554	158	358	847	245
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.35	0.00	0.03	0.09	0.09	0.03	0.15	0.15	0.11	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.689											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.549

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	40	23	125	183	1018	49	122	1261	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	40	23	125	183	1018	49	122	1261	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	16	36	10	6	31	46	255	12	31	315	29
Total Analysis Volume [veh/h]	51	64	143	40	23	125	183	1018	49	122	1261	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.13	0.03	0.01	0.08	0.06	0.20	0.03	0.04	0.29	0.29
Intersection LOS	A											
Intersection V/C	0.549											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	140	90	0	64	70	1071	50	100	1416	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	140	90	0	64	70	1071	50	100	1416	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	35	23	0	16	18	268	13	25	354	22
Total Analysis Volume [veh/h]	110	0	140	90	0	64	70	1071	50	100	1416	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.09	0.06	0.00	0.04	0.04	0.23	0.23	0.06	0.31	0.31
Intersection LOS	A											
Intersection V/C	0.551											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.721

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	700	1418	222	203	777	231	311	584	265	266	1033	325
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	700	1418	222	203	777	231	311	584	265	266	1033	325
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	175	355	56	51	194	58	78	146	66	67	258	81
Total Analysis Volume [veh/h]	700	1418	222	203	777	231	311	584	265	266	1033	325
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.28	0.14	0.06	0.15	0.14	0.10	0.13	0.13	0.08	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.721											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.425

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	70	341	69	41	82	165	233	623	84	65	747	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	341	69	41	82	165	233	623	84	65	747	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	85	17	10	21	41	58	156	21	16	187	25
Total Analysis Volume [veh/h]	70	341	69	41	82	165	233	623	84	65	747	98
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.10	0.04	0.03	0.08	0.08	0.07	0.15	0.15	0.02	0.18	0.18
Intersection LOS	A											
Intersection V/C	0.425											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	739	1043	0	8	245	281	537	0	424	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	739	1043	0	8	245	281	537	0	424	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	185	261	0	2	61	70	134	0	106	0	0	0
Total Analysis Volume [veh/h]	739	1043	0	8	245	281	537	0	424	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.22	0.00	0.01	0.07	0.18	0.17	0.00	0.00	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.624											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.127

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1268	1509	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1268	1509	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	317	377	11
Total Analysis Volume [veh/h]	0	37	0	1268	1509	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	19.10	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.43	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.73	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.10		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1213	1563	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1213	1563	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	303	391	3
Total Analysis Volume [veh/h]	0	10	0	1213	1563	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	17.99	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.11	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.70	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.99		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.591

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2041	72	30	1323	99	79	0	69	0	0	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2041	72	30	1323	99	79	0	69	0	0	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	510	18	8	331	25	20	0	17	0	0	29
Total Analysis Volume [veh/h]	91	2041	72	30	1323	99	79	0	69	0	0	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.40	0.05	0.02	0.30	0.30	0.05	0.00	0.09	0.00	0.00	0.07
Intersection LOS	A											
Intersection V/C	0.591											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2122	1362	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2122	1362	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	531	341	0	0	0
Total Analysis Volume [veh/h]	0	2122	1362	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	15.68
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		15.68	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	2214	1480	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2214	1480	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	554	370	0	0	0
Total Analysis Volume [veh/h]	0	2214	1480	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	16.68
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		16.68	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	2214	1480	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2214	1480	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	554	370	0	0	0
Total Analysis Volume [veh/h]	0	2214	1480	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	16.68
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		16.68	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	0	1322	0	0	2000
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1322	0	0	2000
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	331	0	0	500
Total Analysis Volume [veh/h]	0	0	1322	0	0	2000
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	15.37	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.37		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	0	1322	0	0	2000
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1322	0	0	2000
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	331	0	0	500
Total Analysis Volume [veh/h]	0	0	1322	0	0	2000
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	15.37	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.37		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	546	0	0	336	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	546	0	0	336	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	137	0	0	84	0	0
Total Analysis Volume [veh/h]	546	0	0	336	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.97
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		9.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	454	0	0	247	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	454	0	0	247	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	0	0	62	0	0
Total Analysis Volume [veh/h]	454	0	0	247	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.64
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		9.64	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	321	19	0	200	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	321	19	0	200	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	5	0	50	0	1
Total Analysis Volume [veh/h]	321	19	0	200	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.29
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.45
d_A, Approach Delay [s/veh]	0.00		0.00		9.29	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	546	0	0	336	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	546	0	0	336	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	137	0	0	84	0	0
Total Analysis Volume [veh/h]	546	0	0	336	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.97
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		9.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	21.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.093

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱						↰ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	22	405	49	110	199	19	0	0	0	23	0	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	405	49	110	199	19	0	0	0	23	0	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	101	12	28	50	5	0	0	0	6	0	18
Total Analysis Volume [veh/h]	22	405	49	110	199	19	0	0	0	23	0	71
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.09
d_M, Delay for Movement [s/veh]	7.71	0.00	0.00	8.63	0.00	0.00	0.00	0.00	0.00	21.04	20.38	10.11
Movement LOS	A	A	A	A	A	A				C	C	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.30	0.30	0.30
95th-Percentile Queue Length [ft/ln]	1.24	0.00	0.00	8.29	0.00	0.00	0.00	0.00	0.00	7.61	7.53	7.53
d_A, Approach Delay [s/veh]	0.36			2.89			0.00			12.78		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.58											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	103.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	╋			╋			┓┃┣			┓┃┣		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	26	2	22	12	2	61	91	638	51	40	1018	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	2	22	12	2	61	91	638	51	40	1018	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	6	3	1	15	23	160	13	10	255	10
Total Analysis Volume [veh/h]	26	2	22	12	2	61	91	638	51	40	1018	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.40	0.04	0.03	0.23	0.04	0.12	0.14	0.01	0.00	0.04	0.01	0.00
d_M, Delay for Movement [s/veh]	86.78	103.88	37.46	84.82	89.19	23.84	11.38	0.00	0.00	9.18	0.00	0.00
Movement LOS	F	F	E	F	F	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.06	2.06	2.06	1.72	1.72	1.72	0.48	0.00	0.00	0.14	0.00	0.00
95th-Percentile Queue Length [ft/ln]	51.45	51.45	51.45	43.08	43.08	43.08	12.02	0.00	0.00	3.48	0.00	0.00
d_A, Approach Delay [s/veh]	65.77			35.34			1.33			0.34		
Approach LOS	F			E			A			A		
d_I, Intersection Delay [s/veh]	3.67											
Intersection LOS	F											

APPENDIX D-IV

CITY OF COSTA MESA/IRVINE EXISTING PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	187	1082	166	206	1755	112	49	325	66	313	259	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1082	166	206	1755	112	49	325	66	313	259	133
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	315	48	60	510	33	14	94	19	91	75	39
Total Analysis Volume [veh/h]	217	1258	193	240	2041	130	57	378	77	364	301	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.26	0.12	0.08	0.45	0.45	0.02	0.14	0.14	0.11	0.09	0.10
Intersection LOS	C											
Intersection V/C	0.776											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	44	298	196	212	635	52	52	660	210	193	326	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	298	196	212	635	52	52	660	210	193	326	67
Peak Hour Factor	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	91	60	65	195	16	16	202	64	59	100	21
Total Analysis Volume [veh/h]	54	366	240	260	779	64	64	810	258	237	400	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.00	0.08	0.18	0.18	0.02	0.22	0.22	0.07	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.492											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.333

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	67	11	69	49	1137	28	52	515	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	67	11	69	49	1137	28	52	515	31
Peak Hour Factor	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	18	3	19	13	308	8	14	139	8
Total Analysis Volume [veh/h]	4	9	12	73	12	75	53	1232	30	56	558	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.05	0.01	0.05	0.02	0.26	0.02	0.02	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.333											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.304

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1026	30	55	512	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1026	30	55	512	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	257	8	14	128	12
Total Analysis Volume [veh/h]	10	0	11	68	0	37	35	1026	30	55	512	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.04	0.00	0.02	0.02	0.22	0.22	0.03	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.304											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑(↑↱)↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	137	486	137	247	1472	122	126	971	455	248	411	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	486	137	247	1472	122	126	971	455	248	411	139
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	137	39	70	416	34	36	274	129	70	116	39
Total Analysis Volume [veh/h]	155	549	155	279	1663	138	142	1097	514	280	464	157
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.10	0.09	0.35	0.09	0.04	0.25	0.25	0.09	0.10	0.10
Intersection LOS	C											
Intersection V/C	0.734											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.325

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑⮥			↰↰↑↑⮥			↰↰↑↑⮥		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	36	77	94	126	98	163	94	652	71	41	270	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	77	94	126	98	163	94	652	71	41	270	27
Peak Hour Factor	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	21	25	34	26	44	25	176	19	11	73	7
Total Analysis Volume [veh/h]	39	83	102	136	106	176	102	705	77	44	292	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.06	0.09	0.09	0.09	0.03	0.16	0.16	0.01	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.325											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↑↱↱			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	179	189	0	10	751	192	320	0	657	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	179	189	0	10	751	192	320	0	657	0	0	0
Peak Hour Factor	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	56	0	3	222	57	95	0	194	0	0	0
Total Analysis Volume [veh/h]	212	224	0	12	889	227	379	0	778	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.05	0.00	0.01	0.28	0.14	0.12	0.00	0.18	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.521											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.644

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	164	562	365	68	316	109	140	1342	257	156	319	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	562	365	68	316	109	140	1342	257	156	319	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	141	91	17	79	27	35	336	64	39	80	19
Total Analysis Volume [veh/h]	164	562	365	68	316	109	140	1342	257	156	319	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.17	0.21	0.02	0.13	0.13	0.04	0.31	0.31	0.05	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.644											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	159	934	159	34	2058	115	21	94	181	250	182	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	934	159	34	2058	115	21	94	181	250	182	247
Peak Hour Factor	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	260	44	9	572	32	6	26	50	70	51	69
Total Analysis Volume [veh/h]	177	1039	177	38	2289	128	23	105	201	278	202	275
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.22	0.11	0.01	0.50	0.50	0.01	0.06	0.06	0.09	0.06	0.17
Intersection LOS	C											
Intersection V/C	0.745											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	97	410	12	12	924	35	61	33	188	0	5	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	410	12	12	924	35	61	33	188	0	5	2
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	113	3	3	254	10	17	9	52	0	1	1
Total Analysis Volume [veh/h]	107	451	13	13	1015	38	67	36	207	0	5	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.09	0.01	0.00	0.22	0.22	0.02	0.02	0.13	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.382											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.444

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	55	1113	725	132	2151	15	7	2	8	204	15	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	1113	725	132	2151	15	7	2	8	204	15	95
Peak Hour Factor	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	296	193	35	571	4	2	1	2	54	4	25
Total Analysis Volume [veh/h]	58	1183	770	140	2286	16	7	2	9	217	16	101
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.18	0.00	0.04	0.36	0.01	0.00	0.00	0.01	0.05	0.01	0.06
Intersection LOS	A											
Intersection V/C	0.444											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.326

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	18	483	179	107	1021	5	12	23	31	157	7	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	483	179	107	1021	5	12	23	31	157	7	55
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	127	47	28	269	1	3	6	8	41	2	14
Total Analysis Volume [veh/h]	19	509	189	113	1076	5	13	24	33	165	7	58
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.15	0.15	0.07	0.23	0.23	0.01	0.04	0.04	0.05	0.05	0.04
Intersection LOS	A											
Intersection V/C	0.326											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	41	758	80	327	1290	30	126	216	39	105	77	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	758	80	327	1290	30	126	216	39	105	77	156
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	207	22	89	352	8	34	59	11	29	21	43
Total Analysis Volume [veh/h]	45	827	87	357	1407	33	137	236	43	115	84	170
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.19	0.19	0.11	0.30	0.30	0.09	0.17	0.17	0.07	0.05	0.11
Intersection LOS	B											
Intersection V/C	0.609											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	226	1139	582	209	976	226	264	613	192	333	320	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	226	1139	582	209	976	226	264	613	192	333	320	109
Peak Hour Factor	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	349	179	64	299	69	81	188	59	102	98	33
Total Analysis Volume [veh/h]	277	1398	714	256	1198	277	324	752	236	409	393	134
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.29	0.32	0.08	0.19	0.17	0.10	0.24	0.15	0.13	0.08	0.08
Intersection LOS	C											
Intersection V/C	0.761											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰↰ ↑ ↱↱			↰↰ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	80	103	35	128	235	392	485	980	231	30	455	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	103	35	128	235	392	485	980	231	30	455	98
Peak Hour Factor	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	29	10	36	66	110	136	274	65	8	127	27
Total Analysis Volume [veh/h]	90	115	39	143	263	439	543	1097	259	34	510	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.10	0.10	0.04	0.16	0.00	0.17	0.42	0.42	0.02	0.13	0.13
Intersection LOS	B											
Intersection V/C	0.666											

Intersection Level Of Service Report

Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	35	348	203	489	783	198	265	772	63	206	368	276
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	348	203	489	783	198	265	772	63	206	368	276
Peak Hour Factor	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	98	57	137	220	56	74	217	18	58	103	77
Total Analysis Volume [veh/h]	39	391	228	549	879	222	297	866	71	231	413	310
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.08	0.07	0.17	0.18	0.05	0.09	0.29	0.29	0.07	0.13	0.19
Intersection LOS	B											
Intersection V/C	0.618											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.387

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	292	682	4	46	821	401	0	0	0	2	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	292	682	4	46	821	401	0	0	0	2	0	5
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	1.0000	1.0000	1.0000	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	188	1	13	227	111	0	0	0	1	0	1
Total Analysis Volume [veh/h]	322	753	4	51	906	443	0	0	0	2	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.16	0.16	0.03	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.387											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	597	51	41	792	0	315	58	551	59	0	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	597	51	41	792	0	315	58	551	59	0	67
Peak Hour Factor	1.0000	0.9800	0.9800	0.9800	0.9800	1.0000	0.9800	0.9800	0.9800	0.9800	1.0000	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	152	13	10	202	0	80	15	141	15	0	17
Total Analysis Volume [veh/h]	0	609	52	42	808	0	321	59	562	60	0	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.14	0.03	0.17	0.00	0.10	0.12	0.35	0.04	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.562											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	203	1824	398	145	1208	84	205	434	96	269	671	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	203	1824	398	145	1208	84	205	434	96	269	671	175
Peak Hour Factor	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	478	104	38	317	22	54	114	25	71	176	46
Total Analysis Volume [veh/h]	213	1914	418	152	1268	88	215	455	101	282	704	184
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.40	0.26	0.05	0.28	0.28	0.07	0.17	0.17	0.09	0.22	0.12
Intersection LOS	C											
Intersection V/C	0.733											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	229	1199	646	82	394	39	106	554	158	358	847	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	1199	646	82	394	39	106	554	158	358	847	245
Peak Hour Factor	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	310	167	21	102	10	27	143	41	93	219	63
Total Analysis Volume [veh/h]	237	1240	668	85	407	40	110	573	163	370	876	253
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.39	0.00	0.03	0.09	0.09	0.03	0.15	0.15	0.12	0.24	0.24
Intersection LOS	B											
Intersection V/C	0.684											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.546

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	40	23	125	183	1018	49	122	1261	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	40	23	125	183	1018	49	122	1261	117
Peak Hour Factor	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	39	11	6	34	50	279	13	33	345	32
Total Analysis Volume [veh/h]	56	70	157	44	25	137	200	1115	54	134	1381	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.03	0.02	0.09	0.06	0.23	0.03	0.04	0.31	0.31
Intersection LOS	A											
Intersection V/C	0.546											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.501

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↱			↰ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	140	90	0	64	70	1071	50	100	1416	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	140	90	0	64	70	1071	50	100	1416	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	35	23	0	16	18	268	13	25	354	22
Total Analysis Volume [veh/h]	110	0	140	90	0	64	70	1071	50	100	1416	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.09	0.06	0.00	0.04	0.04	0.23	0.23	0.06	0.31	0.31
Intersection LOS	A											
Intersection V/C	0.501											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	700	1418	222	203	777	231	311	584	265	266	1033	325
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	700	1418	222	203	777	231	311	584	265	266	1033	325
Peak Hour Factor	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	177	360	56	51	197	59	79	148	67	67	262	82
Total Analysis Volume [veh/h]	710	1438	225	206	788	234	315	592	269	270	1048	330
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.30	0.14	0.06	0.16	0.15	0.10	0.13	0.13	0.08	0.22	0.21
Intersection LOS	C											
Intersection V/C	0.703											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.397

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	70	341	69	41	82	165	233	623	84	65	747	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	341	69	41	82	165	233	623	84	65	747	98
Peak Hour Factor	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	89	18	11	21	43	61	162	22	17	194	25
Total Analysis Volume [veh/h]	73	355	72	43	85	172	242	648	87	68	777	102
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.05	0.03	0.08	0.08	0.08	0.15	0.15	0.02	0.18	0.18
Intersection LOS	A											
Intersection V/C	0.397											

Intersection Level Of Service Report

Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.636

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	739	1043	0	8	245	281	537	0	424	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	739	1043	0	8	245	281	537	0	424	0	0	0
Peak Hour Factor	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	205	289	0	2	68	78	149	0	117	0	0	0
Total Analysis Volume [veh/h]	818	1155	0	9	271	311	595	0	470	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.24	0.00	0.01	0.08	0.19	0.19	0.00	0.00	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.636											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.813

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	420	906	244	75	543	295	200	717	193	282	1616	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	420	906	244	75	543	295	200	717	193	282	1616	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	227	61	19	136	74	50	179	48	71	404	23
Total Analysis Volume [veh/h]	420	906	244	75	543	295	200	717	193	282	1616	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.27	0.14	0.02	0.25	0.25	0.06	0.18	0.18	0.08	0.33	0.33
Intersection LOS	D											
Intersection V/C	0.813											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.836

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑⊢			↰↑⊢↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	115	1891	255	84	1058	81	178	226	503	202	311	453
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	1891	255	84	1058	81	178	226	503	202	311	453
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	485	65	22	272	21	46	58	129	52	80	116
Total Analysis Volume [veh/h]	118	1941	262	86	1086	83	183	232	516	207	319	465
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.40	0.16	0.03	0.24	0.24	0.11	0.16	0.16	0.06	0.10	0.29
Intersection LOS	D											
Intersection V/C	0.836											

Intersection Level Of Service Report

Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.499

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	476	30	193	28	0	39	43	398	0	0	370	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	476	30	193	28	0	39	43	398	0	0	370	33
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	125	8	51	7	0	10	11	105	0	0	97	9
Total Analysis Volume [veh/h]	501	32	203	29	0	41	45	419	0	0	389	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.31	0.07	0.07	0.02	0.00	0.03	0.03	0.13	0.00	0.00	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.499											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.561

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑⊢			↰↰↑↱			↰↰↑⊢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	190	1515	46	57	755	164	282	117	305	56	51	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	1515	46	57	755	164	282	117	305	56	51	51
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	392	12	15	196	42	73	30	79	15	13	13
Total Analysis Volume [veh/h]	197	1570	48	59	782	170	292	121	316	58	53	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.33	0.03	0.02	0.20	0.20	0.09	0.08	0.20	0.02	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.561											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	364	2191	659	112	1702	72	80	21	137	703	48	201
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	364	2191	659	112	1702	72	80	21	137	703	48	201
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	571	172	29	443	19	21	5	36	183	13	52
Total Analysis Volume [veh/h]	379	2282	686	117	1773	75	83	22	143	732	50	209
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.36	0.00	0.04	0.28	0.05	0.05	0.01	0.09	0.15	0.03	0.13
Intersection LOS	B											
Intersection V/C	0.637											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↱			↰↰↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	33	1570	233	142	1017	16	7	8	36	185	16	153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	1570	233	142	1017	16	7	8	36	185	16	153
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	411	61	37	266	4	2	2	9	48	4	40
Total Analysis Volume [veh/h]	35	1642	244	149	1064	17	7	8	38	194	17	160
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.39	0.39	0.09	0.23	0.23	0.00	0.03	0.03	0.06	0.07	0.10
Intersection LOS	B											
Intersection V/C	0.615											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.834

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↱			↰ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	112	1223	104	242	1362	84	247	200	58	235	234	431
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	1223	104	242	1362	84	247	200	58	235	234	431
Peak Hour Factor	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	318	27	63	354	22	64	52	15	61	61	112
Total Analysis Volume [veh/h]	117	1273	108	252	1417	87	257	208	60	245	243	448
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.29	0.29	0.08	0.31	0.31	0.16	0.17	0.17	0.15	0.15	0.28
Intersection LOS	D											
Intersection V/C	0.834											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.702

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	319	1029	379	243	1101	342	296	498	193	668	990	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	319	1029	379	243	1101	342	296	498	193	668	990	165
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	267	98	63	285	89	77	129	50	173	256	43
Total Analysis Volume [veh/h]	331	1066	393	252	1141	354	307	516	200	692	1026	171
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.22	0.03	0.08	0.18	0.22	0.10	0.16	0.13	0.22	0.21	0.11
Intersection LOS	C											
Intersection V/C	0.702											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.729

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	224	191	22	160	209	695	389	619	136	12	1252	173
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	191	22	160	209	695	389	619	136	12	1252	173
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	51	6	42	55	184	103	164	36	3	331	46
Total Analysis Volume [veh/h]	237	202	23	169	221	735	412	655	144	13	1325	183
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.14	0.14	0.05	0.14	0.10	0.13	0.25	0.25	0.01	0.31	0.31
Intersection LOS	C											
Intersection V/C	0.729											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	184	774	219	475	667	464	280	449	81	208	929	434
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	774	219	475	667	464	280	449	81	208	929	434
Peak Hour Factor	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	209	59	129	180	126	76	121	22	56	251	117
Total Analysis Volume [veh/h]	199	838	237	514	722	502	303	486	88	225	1005	470
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.17	0.08	0.16	0.15	0.22	0.09	0.18	0.18	0.07	0.31	0.29
Intersection LOS	C											
Intersection V/C	0.744											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	664	1230	8	53	574	564	0	0	0	4	4	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	664	1230	8	53	574	564	0	0	0	4	4	12
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	1.0000	1.0000	1.0000	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	335	2	14	156	154	0	0	0	1	1	3
Total Analysis Volume [veh/h]	723	1340	9	58	625	614	0	0	0	4	4	13
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.28	0.28	0.04	0.26	0.26	0.00	0.00	0.00	0.00	0.01	0.01
Intersection LOS	B											
Intersection V/C	0.623											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	1893	14	14	533	0	452	12	262	18	0	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1893	14	14	533	0	452	12	262	18	0	30
Peak Hour Factor	1.0000	0.9240	0.9240	0.9240	0.9240	1.0000	0.9240	0.9240	0.9240	0.9240	1.0000	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	512	4	4	144	0	122	3	71	5	0	8
Total Analysis Volume [veh/h]	0	2049	15	15	577	0	489	13	284	19	0	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.43	0.43	0.01	0.12	0.00	0.15	0.16	0.18	0.01	0.00	0.02
Intersection LOS	B											
Intersection V/C	0.637											

APPENDIX D-V

CITY OF SANTA ANA EXISTING PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.782

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	64	346	74	99	553	121	157	1089	300	75	557	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	346	74	99	553	121	157	1089	300	75	557	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	87	19	25	138	30	39	272	75	19	139	15
Total Analysis Volume [veh/h]	64	346	74	99	553	121	157	1089	300	75	557	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.13	0.13	0.06	0.21	0.21	0.10	0.43	0.43	0.05	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.782											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	22	143	74	165	356	271	179	1976	81	55	949	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	143	74	165	356	271	179	1976	81	55	949	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	36	19	41	89	68	45	494	20	14	237	15
Total Analysis Volume [veh/h]	22	143	74	165	356	271	179	1976	81	55	949	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.10	0.20	0.20	0.11	0.43	0.43	0.03	0.21	0.21
Intersection LOS	C											
Intersection V/C	0.723											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			┐║├			┐║├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	17	5	28	30	6	160	74	797	33	17	797	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	5	28	30	6	160	74	797	33	17	797	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	7	8	2	40	19	199	8	4	199	5
Total Analysis Volume [veh/h]	17	5	28	30	6	160	74	797	33	17	797	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.03	0.02	0.12	0.12	0.05	0.26	0.26	0.01	0.26	0.26
Intersection LOS	A											
Intersection V/C	0.457											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.908

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	121	852	81	67	378	107	160	797	84	76	1277	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	852	81	67	378	107	160	797	84	76	1277	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	213	20	17	95	27	40	199	21	19	319	21
Total Analysis Volume [veh/h]	121	852	81	67	378	107	160	797	84	76	1277	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.29	0.29	0.04	0.15	0.15	0.10	0.28	0.28	0.05	0.42	0.42
Intersection LOS	E											
Intersection V/C	0.908											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.926

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	134	640	75	86	207	204	212	1033	64	63	2057	179
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	640	75	86	207	204	212	1033	64	63	2057	179
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	160	19	22	52	51	53	258	16	16	514	45
Total Analysis Volume [veh/h]	134	640	75	86	207	204	212	1033	64	63	2057	179
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.22	0.22	0.05	0.13	0.13	0.13	0.23	0.23	0.04	0.47	0.47
Intersection LOS	E											
Intersection V/C	0.926											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	╋			╋			┓┃┣			┓┃┣		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	26	2	22	12	2	61	91	638	51	40	1018	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	2	22	12	2	61	91	638	51	40	1018	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	6	3	1	15	23	160	13	10	255	10
Total Analysis Volume [veh/h]	26	2	22	12	2	61	91	638	51	40	1018	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.03	0.01	0.05	0.05	0.06	0.22	0.22	0.03	0.33	0.33
Intersection LOS	A											
Intersection V/C	0.470											

APPENDIX D-VI

CITY OF SANTA ANA EXISTING PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.812

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	109	1079	141	213	2038	148	80	456	170	197	503	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	1079	141	213	2038	148	80	456	170	197	503	210
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	270	35	53	510	37	20	114	43	49	126	53
Total Analysis Volume [veh/h]	109	1079	141	213	2038	148	80	456	170	197	503	210
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.25	0.25	0.13	0.46	0.46	0.05	0.13	0.11	0.12	0.22	0.22
Intersection LOS	D											
Intersection V/C	0.812											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	264	198	898	324	245	708
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	264	198	898	324	245	708
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	50	225	81	61	177
Total Analysis Volume [veh/h]	264	198	898	324	245	708
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.12	0.26	0.20	0.15	0.21
Intersection LOS	A					
Intersection V/C	0.589					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.824

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	80	792	157	286	1041	120	191	922	88	131	560	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	792	157	286	1041	120	191	922	88	131	560	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	198	39	72	260	30	48	231	22	33	140	18
Total Analysis Volume [veh/h]	80	792	157	286	1041	120	191	922	88	131	560	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.20	0.20	0.18	0.24	0.24	0.12	0.32	0.32	0.08	0.20	0.20
Intersection LOS	D											
Intersection V/C	0.824											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	64	353	74	99	555	121	157	1096	300	75	559	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	353	74	99	555	121	157	1096	300	75	559	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	88	19	25	139	30	39	274	75	19	140	15
Total Analysis Volume [veh/h]	64	353	74	99	555	121	157	1096	300	75	559	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.13	0.13	0.06	0.21	0.21	0.10	0.44	0.44	0.05	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.784											

Intersection Level Of Service Report

Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.749

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	106	468	209	243	1086	105	103	988	261	150	510	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	468	209	243	1086	105	103	988	261	150	510	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	117	52	61	272	26	26	247	65	38	128	27
Total Analysis Volume [veh/h]	106	468	209	243	1086	105	103	988	261	150	510	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.14	0.13	0.15	0.25	0.25	0.06	0.29	0.16	0.09	0.15	0.07
Intersection LOS	C											
Intersection V/C	0.749											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	250	779	90	310	1561	175	126	1041	152	237	531	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	250	779	90	310	1561	175	126	1041	152	237	531	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	195	23	78	390	44	32	260	38	59	133	35
Total Analysis Volume [veh/h]	250	779	90	310	1561	175	126	1041	152	237	531	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.18	0.18	0.10	0.31	0.11	0.04	0.20	0.10	0.07	0.10	0.09
Intersection LOS	C											
Intersection V/C	0.712											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.747

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↦			↰ ↑ ↑ ↦		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	82	283	120	208	764	303	98	1692	115	71	1224	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	283	120	208	764	303	98	1692	115	71	1224	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	71	30	52	191	76	25	423	29	18	306	31
Total Analysis Volume [veh/h]	82	283	120	208	764	303	98	1692	115	71	1224	122
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.08	0.08	0.13	0.22	0.19	0.06	0.38	0.38	0.04	0.28	0.28
Intersection LOS	C											
Intersection V/C	0.747											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.554

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	128	8	35	74	23	63	18	1518	119	47	1423	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	8	35	74	23	63	18	1518	119	47	1423	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	2	9	19	6	16	5	380	30	12	356	5
Total Analysis Volume [veh/h]	128	8	35	74	23	63	18	1518	119	47	1423	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.05	0.05	0.05	0.01	0.34	0.34	0.03	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.554											

Intersection Level Of Service Report

Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	93	574	232	329	1463	149	195	1460	286	250	920	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	574	232	329	1463	149	195	1460	286	250	920	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	144	58	82	366	37	49	365	72	63	230	33
Total Analysis Volume [veh/h]	93	574	232	329	1463	149	195	1460	286	250	920	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.15	0.10	0.34	0.34	0.06	0.29	0.18	0.08	0.18	0.08
Intersection LOS	C											
Intersection V/C	0.779											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	22	143	74	165	356	273	186	2043	81	55	970	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	143	74	165	356	273	186	2043	81	55	970	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	36	19	41	89	68	47	511	20	14	243	15
Total Analysis Volume [veh/h]	22	143	74	165	356	273	186	2043	81	55	970	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.10	0.20	0.20	0.12	0.44	0.44	0.03	0.21	0.21
Intersection LOS	C											
Intersection V/C	0.737											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.771

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	55	314	267	651	856	194	242	1552	255	147	491	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	314	267	651	856	194	242	1552	255	147	491	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	79	67	163	214	49	61	388	64	37	123	55
Total Analysis Volume [veh/h]	55	314	267	651	856	194	242	1552	255	147	491	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.06	0.17	0.20	0.17	0.12	0.08	0.30	0.16	0.05	0.10	0.14
Intersection LOS	C											
Intersection V/C	0.771											

Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.663

Intersection Setup

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	971	0	913	0	1578	1060	0	1305	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	971	0	913	0	1578	1060	0	1305	146
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	243	0	228	0	395	265	0	326	37
Total Analysis Volume [veh/h]	0	0	0	971	0	913	0	1578	1060	0	1305	146
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.30	0.00	0.29	0.00	0.31	0.00	0.00	0.26	0.00
Intersection LOS	B											
Intersection V/C	0.663											

Intersection Level Of Service Report

Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	74	3	30	81	8	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	3	30	81	8	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	1	8	20	2	9
Total Analysis Volume [veh/h]	74	3	30	81	8	37
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.02	0.02	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.087					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰↑ ↱			↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	34	791	36	81	1904	43	141	0	47	35	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	791	36	81	1904	43	141	0	47	35	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	198	9	20	476	11	35	0	12	9	0	4
Total Analysis Volume [veh/h]	34	791	36	81	1904	43	141	0	47	35	0	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.16	0.02	0.03	0.41	0.41	0.09	0.00	0.03	0.02	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.564											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.718

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑⊢			↰↰↑⊢			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	187	1082	167	206	1755	112	49	325	66	315	259	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1082	167	206	1755	112	49	325	66	315	259	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	271	42	52	439	28	12	81	17	79	65	33
Total Analysis Volume [veh/h]	187	1082	167	206	1755	112	49	325	66	315	259	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.21	0.10	0.06	0.39	0.39	0.02	0.12	0.12	0.10	0.08	0.08
Intersection LOS	C											
Intersection V/C	0.718											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↱			↰↰↑↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	44	298	197	212	635	52	52	661	210	197	328	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	298	197	212	635	52	52	661	210	197	328	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	75	49	53	159	13	13	165	53	49	82	17
Total Analysis Volume [veh/h]	44	298	197	212	635	52	52	661	210	197	328	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.09	0.00	0.07	0.14	0.14	0.02	0.18	0.18	0.06	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.450											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰↰ ↑↑↑ ↱			↰↰ ↑↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	67	11	76	51	1137	28	52	515	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	67	11	76	51	1137	28	52	515	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	17	3	19	13	284	7	13	129	8
Total Analysis Volume [veh/h]	4	8	11	67	11	76	51	1137	28	52	515	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.01	0.05	0.02	0.22	0.02	0.02	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.343											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.354

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1026	30	55	512	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1026	30	55	512	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	257	8	14	128	12
Total Analysis Volume [veh/h]	10	0	11	68	0	37	35	1026	30	55	512	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.04	0.00	0.02	0.02	0.22	0.22	0.03	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.354											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	137	510	137	258	1550	122	126	971	455	248	411	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	510	137	258	1550	122	126	971	455	248	411	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	128	34	65	388	31	32	243	114	62	103	36
Total Analysis Volume [veh/h]	137	510	137	258	1550	122	126	971	455	248	411	142
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.10	0.09	0.08	0.30	0.08	0.04	0.22	0.22	0.08	0.08	0.09
Intersection LOS	B											
Intersection V/C	0.697											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	36	77	94	126	98	163	94	663	71	41	273	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	77	94	126	98	163	94	663	71	41	273	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	19	24	32	25	41	24	166	18	10	68	7
Total Analysis Volume [veh/h]	36	77	94	126	98	163	94	663	71	41	273	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.06	0.08	0.08	0.08	0.03	0.15	0.15	0.01	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.353											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.480

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	182	189	0	10	751	192	320	0	668	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	189	0	10	751	192	320	0	668	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	47	0	3	188	48	80	0	167	0	0	0
Total Analysis Volume [veh/h]	182	189	0	10	751	192	320	0	668	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.04	0.00	0.01	0.22	0.12	0.10	0.00	0.15	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.480											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1272	539	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1272	539	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	318	135	9
Total Analysis Volume [veh/h]	0	69	0	1272	539	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.71	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.38	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.59	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.71		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1561	1229	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1561	1229	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	390	307	2
Total Analysis Volume [veh/h]	0	3	0	1561	1229	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	14.79	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.61	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.79		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.593

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1118	23	24	1989	41	76	0	80	17	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1118	23	24	1989	41	76	0	80	17	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	280	6	6	497	10	19	0	20	4	0	6
Total Analysis Volume [veh/h]	38	1118	23	24	1989	41	76	0	80	17	0	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.22	0.01	0.02	0.42	0.42	0.05	0.00	0.10	0.01	0.00	0.03
Intersection LOS	A											
Intersection V/C	0.593											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1195	2041	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1195	2041	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	299	510	0	0	0
Total Analysis Volume [veh/h]	0	1195	2041	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	22.91
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		22.91	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	25.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.116

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	925	2034	22	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	925	2034	22	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	231	509	6	0	6
Total Analysis Volume [veh/h]	0	925	2034	22	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	25.48
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	9.65
d_A, Approach Delay [s/veh]	0.00		0.00		25.48	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	25.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.116

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	925	2032	22	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	925	2032	22	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	231	508	6	0	6
Total Analysis Volume [veh/h]	0	925	2032	22	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	25.44
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	9.63
d_A, Approach Delay [s/veh]	0.00		0.00		25.44	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.19					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	26.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.262

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	59	1886	7	0	1158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	59	1886	7	0	1158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	472	2	0	290
Total Analysis Volume [veh/h]	0	59	1886	7	0	1158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.26	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	26.57	0.00	0.00	0.00	0.00
Movement LOS		D	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	1.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	25.39	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	26.57		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	0	1893	0	0	1158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1893	0	0	1158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	473	0	0	290
Total Analysis Volume [veh/h]	0	0	1893	0	0	1158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	20.99	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.99		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	169	0	0	212	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	0	0	212	0	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	0	0	53	0	4
Total Analysis Volume [veh/h]	169	0	0	212	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.83
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.35
d_A, Approach Delay [s/veh]	0.00		0.00		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	138	0	0	166	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	0	0	166	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	0	0	42	0	1
Total Analysis Volume [veh/h]	138	0	0	166	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.68
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.00		8.68	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	101	8	0	126	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	8	0	126	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	2	0	32	0	3
Total Analysis Volume [veh/h]	101	8	0	126	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.64
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.83
d_A, Approach Delay [s/veh]	0.00		0.00		8.64	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	186	0	0	212	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	186	0	0	212	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	0	0	53	0	0
Total Analysis Volume [veh/h]	186	0	0	212	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.81
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.81	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱						↰↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	0	119	21	72	141	7	0	0	0	12	1	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	119	21	72	141	7	0	0	0	12	1	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	30	5	18	35	2	0	0	0	3	0	3
Total Analysis Volume [veh/h]	0	119	21	72	141	7	0	0	0	12	1	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	7.52	0.00	0.00	7.63	0.00	0.00	0.00	0.00	0.00	11.61	12.31	8.73
Movement LOS	A	A	A	A	A	A				B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.07	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.94	0.00	0.00	0.00	0.00	0.00	1.65	1.01	1.01
d_A, Approach Delay [s/veh]	0.00			2.50			0.00			10.32		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.08											
Intersection LOS	B											

Intersection Level Of Service Report

Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	88.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.089

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	17	5	28	30	6	160	74	799	33	17	804	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	5	28	30	6	160	74	799	33	17	804	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	7	8	2	40	19	200	8	4	201	5
Total Analysis Volume [veh/h]	17	5	28	30	6	160	74	799	33	17	804	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.29	0.07	0.05	0.38	0.09	0.27	0.09	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	84.55	76.70	30.02	80.73	88.75	41.50	9.94	0.00	0.00	9.62	0.00	0.00
Movement LOS	F	F	D	F	F	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.73	1.73	1.73	5.27	5.27	5.27	0.30	0.00	0.00	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	43.35	43.35	43.35	131.67	131.67	131.67	7.59	0.00	0.00	1.63	0.00	0.00
d_A, Approach Delay [s/veh]	53.23			48.95			0.81			0.19		
Approach LOS	F			E			A			A		
d_I, Intersection Delay [s/veh]	6.60											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.951

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	421	1804	201	155	1045	131	146	655	166	83	750	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	421	1804	201	155	1045	131	146	655	166	83	750	196
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	451	50	39	261	33	37	164	42	21	188	49
Total Analysis Volume [veh/h]	421	1804	201	155	1045	131	146	655	166	83	750	196
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.42	0.42	0.10	0.25	0.25	0.09	0.19	0.10	0.05	0.30	0.30
Intersection LOS	E											
Intersection V/C	0.951											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	684	257	709	151	161	1178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	684	257	709	151	161	1178
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	171	64	177	38	40	295
Total Analysis Volume [veh/h]	684	257	709	151	161	1178
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.16	0.21	0.09	0.10	0.35
Intersection LOS	B					
Intersection V/C	0.608					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.923

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	184	1356	241	93	889	178	202	723	66	131	1085	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	1356	241	93	889	178	202	723	66	131	1085	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	339	60	23	222	45	51	181	17	33	271	14
Total Analysis Volume [veh/h]	184	1356	241	93	889	178	202	723	66	131	1085	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.33	0.33	0.06	0.22	0.22	0.13	0.25	0.25	0.08	0.36	0.36
Intersection LOS	E											
Intersection V/C	0.923											

Intersection Level Of Service Report

Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.911

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	121	855	81	67	383	107	160	800	84	76	1282	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	855	81	67	383	107	160	800	84	76	1282	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	214	20	17	96	27	40	200	21	19	321	21
Total Analysis Volume [veh/h]	121	855	81	67	383	107	160	800	84	76	1282	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.29	0.29	0.04	0.15	0.15	0.10	0.28	0.28	0.05	0.43	0.43
Intersection LOS	E											
Intersection V/C	0.911											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.927

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	253	1301	398	145	508	119	84	663	101	125	1194	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	253	1301	398	145	508	119	84	663	101	125	1194	234
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	325	100	36	127	30	21	166	25	31	299	59
Total Analysis Volume [veh/h]	253	1301	398	145	508	119	84	663	101	125	1194	234
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.38	0.25	0.09	0.13	0.13	0.05	0.20	0.06	0.08	0.35	0.15
Intersection LOS	E											
Intersection V/C	0.927											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.836

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	245	1689	92	173	965	89	283	756	248	181	1387	241
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	1689	92	173	965	89	283	756	248	181	1387	241
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	422	23	43	241	22	71	189	62	45	347	60
Total Analysis Volume [veh/h]	245	1689	92	173	965	89	283	756	248	181	1387	241
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.37	0.37	0.05	0.19	0.06	0.09	0.15	0.16	0.06	0.27	0.15
Intersection LOS	D											
Intersection V/C	0.836											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.885

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	202	972	254	124	274	83	98	937	95	94	1698	273
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	972	254	124	274	83	98	937	95	94	1698	273
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	243	64	31	69	21	25	234	24	24	425	68
Total Analysis Volume [veh/h]	202	972	254	124	274	83	98	937	95	94	1698	273
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.29	0.16	0.08	0.08	0.05	0.06	0.22	0.22	0.06	0.41	0.41
Intersection LOS	D											
Intersection V/C	0.885											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	279	53	146	29	18	40	36	1263	157	97	1586	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	279	53	146	29	18	40	36	1263	157	97	1586	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	13	37	7	5	10	9	316	39	24	397	12
Total Analysis Volume [veh/h]	279	53	146	29	18	40	36	1263	157	97	1586	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.03	0.09	0.02	0.04	0.04	0.02	0.30	0.30	0.06	0.34	0.34
Intersection LOS	B											
Intersection V/C	0.623											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.826

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	338	1469	296	225	888	130	362	832	171	374	1554	293
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	338	1469	296	225	888	130	362	832	171	374	1554	293
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	367	74	56	222	33	91	208	43	94	389	73
Total Analysis Volume [veh/h]	338	1469	296	225	888	130	362	832	171	374	1554	293
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.29	0.19	0.07	0.21	0.21	0.11	0.16	0.11	0.12	0.30	0.18
Intersection LOS	D											
Intersection V/C	0.826											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.937

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	134	640	75	86	207	209	215	1065	64	63	2105	179
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	640	75	86	207	209	215	1065	64	63	2105	179
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	160	19	22	52	52	54	266	16	16	526	45
Total Analysis Volume [veh/h]	134	640	75	86	207	209	215	1065	64	63	2105	179
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.22	0.22	0.05	0.13	0.13	0.13	0.24	0.24	0.04	0.48	0.48
Intersection LOS	E											
Intersection V/C	0.937											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.804

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	493	1181	324	286	372	281	301	680	60	200	1682	461
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	493	1181	324	286	372	281	301	680	60	200	1682	461
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	123	295	81	72	93	70	75	170	15	50	421	115
Total Analysis Volume [veh/h]	493	1181	324	286	372	281	301	680	60	200	1682	461
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.23	0.20	0.09	0.07	0.18	0.09	0.13	0.04	0.06	0.33	0.29
Intersection LOS	D											
Intersection V/C	0.804											

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	291	0	766	0	1229	1061	0	1582	608
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	291	0	766	0	1229	1061	0	1582	608
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	73	0	192	0	307	265	0	396	152
Total Analysis Volume [veh/h]	0	0	0	291	0	766	0	1229	1061	0	1582	608
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.00	0.24	0.00	0.24	0.00	0.00	0.31	0.00
Intersection LOS	A											
Intersection V/C	0.600											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.191

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	246	12	79	101	6	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	12	79	101	6	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	3	20	25	2	16
Total Analysis Volume [veh/h]	246	12	79	101	6	64
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.08	0.05	0.03	0.00	0.04
Intersection LOS	A					
Intersection V/C	0.191					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	84	1991	81	204	1218	112	116	0	39	79	0	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	1991	81	204	1218	112	116	0	39	79	0	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	498	20	51	305	28	29	0	10	20	0	29
Total Analysis Volume [veh/h]	84	1991	81	204	1218	112	116	0	39	79	0	116
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.39	0.05	0.06	0.28	0.28	0.07	0.00	0.02	0.05	0.00	0.07
Intersection LOS	B											
Intersection V/C	0.649											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	203	1824	399	145	1208	84	205	434	96	270	671	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	203	1824	399	145	1208	84	205	434	96	270	671	175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	456	100	36	302	21	51	109	24	68	168	44
Total Analysis Volume [veh/h]	203	1824	399	145	1208	84	205	434	96	270	671	175
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.36	0.25	0.05	0.27	0.27	0.06	0.17	0.17	0.08	0.20	0.11
Intersection LOS	C											
Intersection V/C	0.714											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	229	1199	650	82	394	39	106	555	158	360	848	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	1199	650	82	394	39	106	555	158	360	848	245
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	300	163	21	99	10	27	139	40	90	212	61
Total Analysis Volume [veh/h]	229	1199	650	82	394	39	106	555	158	360	848	245
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.35	0.00	0.03	0.09	0.09	0.03	0.15	0.15	0.11	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.689											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	40	23	128	189	1017	49	122	1261	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	40	23	128	189	1017	49	122	1261	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	16	36	10	6	32	47	254	12	31	315	29
Total Analysis Volume [veh/h]	51	64	143	40	23	128	189	1017	49	122	1261	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.13	0.03	0.01	0.08	0.06	0.20	0.03	0.04	0.29	0.29
Intersection LOS	A											
Intersection V/C	0.551											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	140	90	0	64	70	1067	50	100	1416	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	140	90	0	64	70	1067	50	100	1416	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	35	23	0	16	18	267	13	25	354	22
Total Analysis Volume [veh/h]	110	0	140	90	0	64	70	1067	50	100	1416	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.09	0.06	0.00	0.04	0.04	0.23	0.23	0.06	0.31	0.31
Intersection LOS	A											
Intersection V/C	0.551											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	700	1474	222	208	814	231	311	583	265	266	1032	334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	700	1474	222	208	814	231	311	583	265	266	1032	334
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	175	369	56	52	204	58	78	146	66	67	258	84
Total Analysis Volume [veh/h]	700	1474	222	208	814	231	311	583	265	266	1032	334
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.29	0.14	0.07	0.16	0.14	0.10	0.13	0.13	0.08	0.20	0.21
Intersection LOS	C											
Intersection V/C	0.734											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	70	341	69	41	82	165	233	628	84	65	755	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	341	69	41	82	165	233	628	84	65	755	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	85	17	10	21	41	58	157	21	16	189	25
Total Analysis Volume [veh/h]	70	341	69	41	82	165	233	628	84	65	755	98
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.10	0.04	0.03	0.08	0.08	0.07	0.15	0.15	0.02	0.18	0.18
Intersection LOS	A											
Intersection V/C	0.426											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.627

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	747	1043	0	8	245	281	537	0	429	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	747	1043	0	8	245	281	537	0	429	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	187	261	0	2	61	70	134	0	107	0	0	0
Total Analysis Volume [veh/h]	747	1043	0	8	245	281	537	0	429	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.22	0.00	0.01	0.07	0.18	0.17	0.00	0.00	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.627											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.127

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1264	1509	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1264	1509	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	316	377	11
Total Analysis Volume [veh/h]	0	37	0	1264	1509	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	19.10	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.43	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.73	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.10		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1209	1563	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1209	1563	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	302	391	3
Total Analysis Volume [veh/h]	0	10	0	1209	1563	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	17.99	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.11	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.70	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.99		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2122	72	30	1313	99	79	0	69	19	0	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2122	72	30	1313	99	79	0	69	19	0	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	531	18	8	328	25	20	0	17	5	0	29
Total Analysis Volume [veh/h]	91	2122	72	30	1313	99	79	0	69	19	0	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.42	0.05	0.02	0.29	0.29	0.05	0.00	0.09	0.01	0.00	0.09
Intersection LOS	B											
Intersection V/C	0.619											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2203	1424	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2203	1424	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	551	356	0	0	0
Total Analysis Volume [veh/h]	0	2203	1424	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	16.20
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		16.20	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.065

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	2239	1492	56	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2239	1492	56	0	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	560	373	14	0	5
Total Analysis Volume [veh/h]	0	2239	1492	56	0	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	18.15
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.17
d_A, Approach Delay [s/veh]	0.00		0.00		18.15	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	18.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	2239	1533	54	0	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2239	1533	54	0	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	560	383	14	0	4
Total Analysis Volume [veh/h]	0	2239	1533	54	0	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	18.37
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.17
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	4.16
d_A, Approach Delay [s/veh]	0.00		0.00		18.37	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.155

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	53	1318	22	0	1995
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	53	1318	22	0	1995
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	330	6	0	499
Total Analysis Volume [veh/h]	0	53	1318	22	0	1995
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	17.42	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.54	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	13.53	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.42		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	0	1340	0	0	1995
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1340	0	0	1995
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	335	0	0	499
Total Analysis Volume [veh/h]	0	0	1340	0	0	1995
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	15.51	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.51		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	556	0	0	339	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	556	0	0	339	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	139	0	0	85	0	3
Total Analysis Volume [veh/h]	556	0	0	339	0	10
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.08
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.06
d_A, Approach Delay [s/veh]	0.00		0.00		10.08	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.11					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	457	0	0	250	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	457	0	0	250	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	0	0	63	0	2
Total Analysis Volume [veh/h]	457	0	0	250	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.69
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.68
d_A, Approach Delay [s/veh]	0.00		0.00		9.69	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	332	19	0	206	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	332	19	0	206	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	5	0	52	0	1
Total Analysis Volume [veh/h]	332	19	0	206	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.33
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.45
d_A, Approach Delay [s/veh]	0.00		0.00		9.33	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	566	0	0	339	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	566	0	0	339	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	142	0	0	85	0	0
Total Analysis Volume [veh/h]	566	0	0	339	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.04
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.04	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.095

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱						↰↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	22	415	49	110	202	19	0	0	0	23	0	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	415	49	110	202	19	0	0	0	23	0	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	104	12	28	51	5	0	0	0	6	0	18
Total Analysis Volume [veh/h]	22	415	49	110	202	19	0	0	0	23	0	71
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.09
d_M, Delay for Movement [s/veh]	7.72	0.00	0.00	8.66	0.00	0.00	0.00	0.00	0.00	21.41	20.67	10.15
Movement LOS	A	A	A	A	A	A				C	C	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.31	0.30	0.30
95th-Percentile Queue Length [ft/ln]	1.25	0.00	0.00	8.36	0.00	0.00	0.00	0.00	0.00	7.78	7.59	7.59
d_A, Approach Delay [s/veh]	0.35			2.88			0.00			12.90		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.56											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	105.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			↰ ↑↱			↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	26	2	22	12	2	61	91	643	51	40	1021	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	2	22	12	2	61	91	643	51	40	1021	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	6	3	1	15	23	161	13	10	255	10
Total Analysis Volume [veh/h]	26	2	22	12	2	61	91	643	51	40	1021	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.40	0.04	0.03	0.23	0.04	0.12	0.14	0.01	0.00	0.04	0.01	0.00
d_M, Delay for Movement [s/veh]	88.30	105.59	38.31	85.79	90.33	24.10	11.40	0.00	0.00	9.20	0.00	0.00
Movement LOS	F	F	E	F	F	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.09	2.09	2.09	1.74	1.74	1.74	0.48	0.00	0.00	0.14	0.00	0.00
95th-Percentile Queue Length [ft/ln]	52.18	52.18	52.18	43.56	43.56	43.56	12.05	0.00	0.00	3.49	0.00	0.00
d_A, Approach Delay [s/veh]	66.99			35.74			1.32			0.33		
Approach LOS	F			E			A			A		
d_I, Intersection Delay [s/veh]	3.70											
Intersection LOS	F											

APPENDIX D-VII

CITY OF COSTA MESA/IRVINE EXISTING PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.777

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	187	1082	167	206	1755	112	49	325	66	315	259	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1082	167	206	1755	112	49	325	66	315	259	133
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	315	49	60	510	33	14	94	19	92	75	39
Total Analysis Volume [veh/h]	217	1258	194	240	2041	130	57	378	77	366	301	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.26	0.12	0.08	0.45	0.45	0.02	0.14	0.14	0.11	0.09	0.10
Intersection LOS	C											
Intersection V/C	0.777											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	44	298	197	212	635	52	52	661	210	197	328	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	298	197	212	635	52	52	661	210	197	328	67
Peak Hour Factor	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	91	60	65	195	16	16	203	64	60	101	21
Total Analysis Volume [veh/h]	54	366	242	260	779	64	64	811	258	242	402	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.00	0.08	0.18	0.18	0.02	0.22	0.22	0.08	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.494											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.333

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰↰ ↑↑↑ ↱			↰↰ ↑↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	67	11	76	51	1137	28	52	515	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	67	11	76	51	1137	28	52	515	31
Peak Hour Factor	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	18	3	21	14	308	8	14	139	8
Total Analysis Volume [veh/h]	4	9	12	73	12	82	55	1232	30	56	558	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.05	0.01	0.05	0.02	0.26	0.02	0.02	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.333											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.304

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1026	30	55	512	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1026	30	55	512	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	257	8	14	128	12
Total Analysis Volume [veh/h]	10	0	11	68	0	37	35	1026	30	55	512	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.04	0.00	0.02	0.02	0.22	0.22	0.03	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.304											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	137	510	137	258	1550	122	126	971	455	248	411	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	510	137	258	1550	122	126	971	455	248	411	142
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	144	39	73	438	34	36	274	129	70	116	40
Total Analysis Volume [veh/h]	155	576	155	292	1751	138	142	1097	514	280	464	160
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.10	0.09	0.36	0.09	0.04	0.25	0.25	0.09	0.10	0.10
Intersection LOS	C											
Intersection V/C	0.752											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.328

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	36	77	94	126	98	163	94	663	71	41	273	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	77	94	126	98	163	94	663	71	41	273	27
Peak Hour Factor	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	21	25	34	26	44	25	179	19	11	74	7
Total Analysis Volume [veh/h]	39	83	102	136	106	176	102	717	77	44	295	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.06	0.09	0.09	0.09	0.03	0.17	0.17	0.01	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.328											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	182	189	0	10	751	192	320	0	668	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	189	0	10	751	192	320	0	668	0	0	0
Peak Hour Factor	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	56	0	3	222	57	95	0	198	0	0	0
Total Analysis Volume [veh/h]	215	224	0	12	889	227	379	0	791	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.05	0.00	0.01	0.28	0.14	0.12	0.00	0.18	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.525											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	164	562	365	68	316	109	140	1353	257	156	322	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	562	365	68	316	109	140	1353	257	156	322	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	141	91	17	79	27	35	338	64	39	81	19
Total Analysis Volume [veh/h]	164	562	365	68	316	109	140	1353	257	156	322	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.17	0.21	0.02	0.13	0.13	0.04	0.32	0.32	0.05	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.646											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	159	935	160	34	2060	115	21	94	181	252	182	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	935	160	34	2060	115	21	94	181	252	182	247
Peak Hour Factor	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	260	44	9	573	32	6	26	50	70	51	69
Total Analysis Volume [veh/h]	177	1040	178	38	2291	128	23	105	201	280	202	275
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.22	0.11	0.01	0.50	0.50	0.01	0.06	0.06	0.09	0.06	0.17
Intersection LOS	C											
Intersection V/C	0.746											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.383

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	97	411	12	12	926	37	62	33	188	0	5	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	411	12	12	926	37	62	33	188	0	5	2
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	113	3	3	254	10	17	9	52	0	1	1
Total Analysis Volume [veh/h]	107	452	13	13	1018	41	68	36	207	0	5	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.09	0.01	0.00	0.22	0.22	0.02	0.02	0.13	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.383											

Intersection Level Of Service Report

Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	55	1137	725	132	2229	15	7	2	8	204	15	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	1137	725	132	2229	15	7	2	8	204	15	95
Peak Hour Factor	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	302	193	35	592	4	2	1	2	54	4	25
Total Analysis Volume [veh/h]	58	1208	770	140	2369	16	7	2	9	217	16	101
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.19	0.00	0.04	0.37	0.01	0.00	0.00	0.01	0.05	0.01	0.06
Intersection LOS	A											
Intersection V/C	0.457											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.327

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	18	484	179	107	1023	5	12	23	31	157	7	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	484	179	107	1023	5	12	23	31	157	7	55
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	128	47	28	269	1	3	6	8	41	2	14
Total Analysis Volume [veh/h]	19	510	189	113	1078	5	13	24	33	165	7	58
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.15	0.15	0.07	0.23	0.23	0.01	0.04	0.04	0.05	0.05	0.04
Intersection LOS	A											
Intersection V/C	0.327											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	41	761	80	327	1301	30	126	216	39	105	77	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	761	80	327	1301	30	126	216	39	105	77	156
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	207	22	89	355	8	34	59	11	29	21	43
Total Analysis Volume [veh/h]	45	830	87	357	1419	33	137	236	43	115	84	170
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.19	0.19	0.11	0.30	0.30	0.09	0.17	0.17	0.07	0.05	0.11
Intersection LOS	B											
Intersection V/C	0.611											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	226	1140	583	209	980	226	264	613	192	335	320	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	226	1140	583	209	980	226	264	613	192	335	320	109
Peak Hour Factor	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	350	179	64	301	69	81	188	59	103	98	33
Total Analysis Volume [veh/h]	277	1399	715	256	1202	277	324	752	236	411	393	134
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.29	0.32	0.08	0.19	0.17	0.10	0.24	0.15	0.13	0.08	0.08
Intersection LOS	C											
Intersection V/C	0.762											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	80	103	35	128	235	394	486	980	231	30	455	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	103	35	128	235	394	486	980	231	30	455	98
Peak Hour Factor	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	29	10	36	66	110	136	274	65	8	127	27
Total Analysis Volume [veh/h]	90	115	39	143	263	441	544	1097	259	34	510	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.10	0.10	0.04	0.16	0.00	0.17	0.42	0.42	0.02	0.13	0.13
Intersection LOS	B											
Intersection V/C	0.666											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	35	351	203	489	794	198	265	772	63	206	368	276
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	351	203	489	794	198	265	772	63	206	368	276
Peak Hour Factor	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	98	57	137	223	56	74	217	18	58	103	77
Total Analysis Volume [veh/h]	39	394	228	549	891	222	297	866	71	231	413	310
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.08	0.07	0.17	0.19	0.05	0.09	0.29	0.29	0.07	0.13	0.19
Intersection LOS	B											
Intersection V/C	0.619											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.389

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	292	685	4	46	823	410	0	0	0	2	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	292	685	4	46	823	410	0	0	0	2	0	5
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	1.0000	1.0000	1.0000	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	189	1	13	227	113	0	0	0	1	0	1
Total Analysis Volume [veh/h]	322	756	4	51	908	453	0	0	0	2	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.16	0.16	0.03	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.389											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	598	51	41	794	0	318	58	551	59	0	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	598	51	41	794	0	318	58	551	59	0	67
Peak Hour Factor	1.0000	0.9800	0.9800	0.9800	0.9800	1.0000	0.9800	0.9800	0.9800	0.9800	1.0000	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	153	13	10	203	0	81	15	141	15	0	17
Total Analysis Volume [veh/h]	0	610	52	42	810	0	324	59	562	60	0	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.14	0.03	0.17	0.00	0.10	0.12	0.35	0.04	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.563											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑⬏			↰↰↑⬏			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	203	1824	399	145	1208	84	205	434	96	270	671	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	203	1824	399	145	1208	84	205	434	96	270	671	175
Peak Hour Factor	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	478	105	38	317	22	54	114	25	71	176	46
Total Analysis Volume [veh/h]	213	1914	419	152	1268	88	215	455	101	283	704	184
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.40	0.26	0.05	0.28	0.28	0.07	0.17	0.17	0.09	0.22	0.12
Intersection LOS	C											
Intersection V/C	0.733											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	229	1199	650	82	394	39	106	555	158	360	848	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	1199	650	82	394	39	106	555	158	360	848	245
Peak Hour Factor	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	310	168	21	102	10	27	143	41	93	219	63
Total Analysis Volume [veh/h]	237	1240	672	85	407	40	110	574	163	372	877	253
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.39	0.00	0.03	0.09	0.09	0.03	0.15	0.15	0.12	0.24	0.24
Intersection LOS	B											
Intersection V/C	0.684											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.548

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	40	23	128	189	1017	49	122	1261	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	40	23	128	189	1017	49	122	1261	117
Peak Hour Factor	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	39	11	6	35	52	278	13	33	345	32
Total Analysis Volume [veh/h]	56	70	157	44	25	140	207	1114	54	134	1381	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.03	0.02	0.09	0.06	0.23	0.03	0.04	0.31	0.31
Intersection LOS	A											
Intersection V/C	0.548											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.501

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	140	90	0	64	70	1067	50	100	1416	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	140	90	0	64	70	1067	50	100	1416	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	35	23	0	16	18	267	13	25	354	22
Total Analysis Volume [veh/h]	110	0	140	90	0	64	70	1067	50	100	1416	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.09	0.06	0.00	0.04	0.04	0.23	0.23	0.06	0.31	0.31
Intersection LOS	A											
Intersection V/C	0.501											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑⮣↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	700	1474	222	208	814	231	311	583	265	266	1032	334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	700	1474	222	208	814	231	311	583	265	266	1032	334
Peak Hour Factor	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	177	374	56	53	206	59	79	148	67	67	262	85
Total Analysis Volume [veh/h]	710	1495	225	211	826	234	315	591	269	270	1047	339
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.31	0.14	0.07	0.17	0.15	0.10	0.13	0.13	0.08	0.22	0.21
Intersection LOS	C											
Intersection V/C	0.711											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.398

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	70	341	69	41	82	165	233	628	84	65	755	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	341	69	41	82	165	233	628	84	65	755	98
Peak Hour Factor	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	89	18	11	21	43	61	163	22	17	196	25
Total Analysis Volume [veh/h]	73	355	72	43	85	172	242	653	87	68	786	102
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.05	0.03	0.08	0.08	0.08	0.15	0.15	0.02	0.19	0.19
Intersection LOS	A											
Intersection V/C	0.398											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	747	1043	0	8	245	281	537	0	429	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	747	1043	0	8	245	281	537	0	429	0	0	0
Peak Hour Factor	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	207	289	0	2	68	78	149	0	119	0	0	0
Total Analysis Volume [veh/h]	827	1155	0	9	271	311	595	0	475	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.24	0.00	0.01	0.08	0.19	0.19	0.00	0.00	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.639											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.815

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	420	906	244	75	543	295	200	722	193	282	1624	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	420	906	244	75	543	295	200	722	193	282	1624	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	227	61	19	136	74	50	181	48	71	406	23
Total Analysis Volume [veh/h]	420	906	244	75	543	295	200	722	193	282	1624	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.27	0.14	0.02	0.25	0.25	0.06	0.18	0.18	0.08	0.34	0.34
Intersection LOS	D											
Intersection V/C	0.815											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.837

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑┣			↰↑┣↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	115	1892	256	84	1059	81	178	226	503	203	311	453
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	1892	256	84	1059	81	178	226	503	203	311	453
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	486	66	22	272	21	46	58	129	52	80	116
Total Analysis Volume [veh/h]	118	1943	263	86	1087	83	183	232	516	208	319	465
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.40	0.16	0.03	0.24	0.24	0.11	0.16	0.16	0.07	0.10	0.29
Intersection LOS	D											
Intersection V/C	0.837											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.561

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	190	1516	46	57	756	165	283	117	305	56	51	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	1516	46	57	756	165	283	117	305	56	51	51
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	393	12	15	196	43	73	30	79	15	13	13
Total Analysis Volume [veh/h]	197	1571	48	59	783	171	293	121	316	58	53	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.33	0.03	0.02	0.20	0.20	0.09	0.08	0.20	0.02	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.561											

Intersection Level Of Service Report

Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.644

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	364	2247	659	112	1739	72	80	21	137	703	48	201
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	364	2247	659	112	1739	72	80	21	137	703	48	201
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	585	172	29	453	19	21	5	36	183	13	52
Total Analysis Volume [veh/h]	379	2341	686	117	1811	75	83	22	143	732	50	209
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.37	0.00	0.04	0.28	0.05	0.05	0.01	0.09	0.15	0.03	0.13
Intersection LOS	B											
Intersection V/C	0.644											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑↱			↰ ↰↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	33	1571	233	142	1018	16	7	8	36	185	16	153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	1571	233	142	1018	16	7	8	36	185	16	153
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	411	61	37	266	4	2	2	9	48	4	40
Total Analysis Volume [veh/h]	35	1643	244	149	1065	17	7	8	38	194	17	160
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.39	0.39	0.09	0.23	0.23	0.00	0.03	0.03	0.06	0.07	0.10
Intersection LOS	B											
Intersection V/C	0.615											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.835

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↱			↰ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	112	1231	104	242	1367	84	247	200	58	235	234	431
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	1231	104	242	1367	84	247	200	58	235	234	431
Peak Hour Factor	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	320	27	63	356	22	64	52	15	61	61	112
Total Analysis Volume [veh/h]	117	1281	108	252	1422	87	257	208	60	245	243	448
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.29	0.29	0.08	0.31	0.31	0.16	0.17	0.17	0.15	0.15	0.28
Intersection LOS	D											
Intersection V/C	0.835											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	319	1032	380	243	1103	342	296	498	193	669	990	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	319	1032	380	243	1103	342	296	498	193	669	990	165
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	267	98	63	286	89	77	129	50	173	256	43
Total Analysis Volume [veh/h]	331	1069	394	252	1143	354	307	516	200	693	1026	171
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.22	0.03	0.08	0.18	0.22	0.10	0.16	0.13	0.22	0.21	0.11
Intersection LOS	C											
Intersection V/C	0.703											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.729

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	224	191	22	160	209	696	390	619	136	12	1252	173
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	191	22	160	209	696	390	619	136	12	1252	173
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	51	6	42	55	184	103	164	36	3	331	46
Total Analysis Volume [veh/h]	237	202	23	169	221	737	413	655	144	13	1325	183
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.14	0.14	0.05	0.14	0.10	0.13	0.25	0.25	0.01	0.31	0.31
Intersection LOS	C											
Intersection V/C	0.729											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	184	782	219	475	672	464	280	449	81	208	929	434
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	782	219	475	672	464	280	449	81	208	929	434
Peak Hour Factor	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	212	59	129	182	126	76	121	22	56	251	117
Total Analysis Volume [veh/h]	199	846	237	514	727	502	303	486	88	225	1005	470
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.08	0.16	0.15	0.22	0.09	0.18	0.18	0.07	0.31	0.29
Intersection LOS	C											
Intersection V/C	0.746											

Intersection Level Of Service Report

Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	664	1238	8	53	575	568	0	0	0	4	4	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	664	1238	8	53	575	568	0	0	0	4	4	12
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	1.0000	1.0000	1.0000	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	337	2	14	157	155	0	0	0	1	1	3
Total Analysis Volume [veh/h]	723	1349	9	58	626	619	0	0	0	4	4	13
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.28	0.28	0.04	0.26	0.26	0.00	0.00	0.00	0.00	0.01	0.01
Intersection LOS	B											
Intersection V/C	0.626											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	1894	14	14	534	0	459	12	262	18	0	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1894	14	14	534	0	459	12	262	18	0	30
Peak Hour Factor	1.0000	0.9240	0.9240	0.9240	0.9240	1.0000	0.9240	0.9240	0.9240	0.9240	1.0000	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	512	4	4	144	0	124	3	71	5	0	8
Total Analysis Volume [veh/h]	0	2050	15	15	578	0	497	13	284	19	0	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.43	0.43	0.01	0.12	0.00	0.16	0.16	0.18	0.01	0.00	0.02
Intersection LOS	B											
Intersection V/C	0.637											

APPENDIX D-VIII

CITY OF SANTA ANA EXISTING PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report

Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	64	353	74	99	555	121	157	1096	300	75	559	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	353	74	99	555	121	157	1096	300	75	559	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	88	19	25	139	30	39	274	75	19	140	15
Total Analysis Volume [veh/h]	64	353	74	99	555	121	157	1096	300	75	559	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.13	0.13	0.06	0.21	0.21	0.10	0.44	0.44	0.05	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.784											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	22	143	74	165	356	273	186	2043	81	55	970	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	143	74	165	356	273	186	2043	81	55	970	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	36	19	41	89	68	47	511	20	14	243	15
Total Analysis Volume [veh/h]	22	143	74	165	356	273	186	2043	81	55	970	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.10	0.20	0.20	0.12	0.44	0.44	0.03	0.21	0.21
Intersection LOS	C											
Intersection V/C	0.737											

Intersection Level Of Service Report

Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	╋			╋			┓║┣			┓║┣		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	17	5	28	30	6	160	74	799	33	17	804	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	5	28	30	6	160	74	799	33	17	804	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	7	8	2	40	19	200	8	4	201	5
Total Analysis Volume [veh/h]	17	5	28	30	6	160	74	799	33	17	804	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.03	0.02	0.12	0.12	0.05	0.26	0.26	0.01	0.26	0.26
Intersection LOS	A											
Intersection V/C	0.458											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.911

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	121	855	81	67	383	107	160	800	84	76	1282	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	855	81	67	383	107	160	800	84	76	1282	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	214	20	17	96	27	40	200	21	19	321	21
Total Analysis Volume [veh/h]	121	855	81	67	383	107	160	800	84	76	1282	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.29	0.29	0.04	0.15	0.15	0.10	0.28	0.28	0.05	0.43	0.43
Intersection LOS	E											
Intersection V/C	0.911											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.937

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	134	640	75	86	207	209	215	1065	64	63	2105	179
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	640	75	86	207	209	215	1065	64	63	2105	179
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	160	19	22	52	52	54	266	16	16	526	45
Total Analysis Volume [veh/h]	134	640	75	86	207	209	215	1065	64	63	2105	179
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.22	0.22	0.05	0.13	0.13	0.13	0.24	0.24	0.04	0.48	0.48
Intersection LOS	E											
Intersection V/C	0.937											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			↰ ↑ ↑↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	26	2	22	12	2	61	91	643	51	40	1021	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	2	22	12	2	61	91	643	51	40	1021	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	6	3	1	15	23	161	13	10	255	10
Total Analysis Volume [veh/h]	26	2	22	12	2	61	91	643	51	40	1021	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.03	0.01	0.05	0.05	0.06	0.22	0.22	0.03	0.33	0.33
Intersection LOS	A											
Intersection V/C	0.471											

APPENDIX D-IX

CITY OF SANTA ANA EXISTING PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.819

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	109	1079	141	212	2038	148	80	455	170	197	513	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	1079	141	212	2038	148	80	455	170	197	513	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	270	35	53	510	37	20	114	43	49	128	55
Total Analysis Volume [veh/h]	109	1079	141	212	2038	148	80	455	170	197	513	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.25	0.25	0.13	0.46	0.46	0.05	0.13	0.11	0.12	0.23	0.23
Intersection LOS	D											
Intersection V/C	0.819											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	283	198	898	324	245	708
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	283	198	898	324	245	708
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	50	225	81	61	177
Total Analysis Volume [veh/h]	283	198	898	324	245	708
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.12	0.26	0.20	0.15	0.21
Intersection LOS	A					
Intersection V/C	0.589					

Intersection Level Of Service Report

Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.833

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	80	826	167	286	1045	120	191	922	88	130	560	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	826	167	286	1045	120	191	922	88	130	560	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	207	42	72	261	30	48	231	22	33	140	18
Total Analysis Volume [veh/h]	80	826	167	286	1045	120	191	922	88	130	560	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.21	0.21	0.18	0.24	0.24	0.12	0.32	0.32	0.08	0.20	0.20
Intersection LOS	D											
Intersection V/C	0.833											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.787

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	64	363	74	99	554	121	157	1106	300	75	558	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	363	74	99	554	121	157	1106	300	75	558	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	91	19	25	139	30	39	277	75	19	140	15
Total Analysis Volume [veh/h]	64	363	74	99	554	121	157	1106	300	75	558	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.06	0.21	0.21	0.10	0.44	0.44	0.05	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.787											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	106	468	209	243	1086	105	103	998	261	150	509	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	468	209	243	1086	105	103	998	261	150	509	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	117	52	61	272	26	26	250	65	38	127	27
Total Analysis Volume [veh/h]	106	468	209	243	1086	105	103	998	261	150	509	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.14	0.13	0.15	0.25	0.25	0.06	0.29	0.16	0.09	0.15	0.07
Intersection LOS	C											
Intersection V/C	0.752											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	250	779	90	310	1561	175	126	1040	152	237	546	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	250	779	90	310	1561	175	126	1040	152	237	546	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	195	23	78	390	44	32	260	38	59	137	35
Total Analysis Volume [veh/h]	250	779	90	310	1561	175	126	1040	152	237	546	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.18	0.18	0.10	0.31	0.11	0.04	0.20	0.10	0.07	0.11	0.09
Intersection LOS	C											
Intersection V/C	0.712											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.747

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↑↑↱			↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	82	283	120	208	764	303	98	1691	115	71	1239	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	283	120	208	764	303	98	1691	115	71	1239	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	71	30	52	191	76	25	423	29	18	310	35
Total Analysis Volume [veh/h]	82	283	120	208	764	303	98	1691	115	71	1239	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.08	0.08	0.13	0.22	0.19	0.06	0.38	0.38	0.04	0.29	0.29
Intersection LOS	C											
Intersection V/C	0.747											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	160	8	35	74	23	63	18	1512	122	47	1425	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	8	35	74	23	63	18	1512	122	47	1425	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	2	9	19	6	16	5	378	31	12	356	5
Total Analysis Volume [veh/h]	160	8	35	74	23	63	18	1512	122	47	1425	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.02	0.05	0.05	0.05	0.01	0.34	0.34	0.03	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.574											

Intersection Level Of Service Report

Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	93	576	232	329	1467	149	237	1574	286	264	922	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	576	232	329	1467	149	237	1574	286	264	922	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	144	58	82	367	37	59	394	72	66	231	33
Total Analysis Volume [veh/h]	93	576	232	329	1467	149	237	1574	286	264	922	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.15	0.10	0.34	0.34	0.07	0.31	0.18	0.08	0.18	0.08
Intersection LOS	D											
Intersection V/C	0.807											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	22	143	74	165	356	272	196	2147	81	55	986	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	143	74	165	356	272	196	2147	81	55	986	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	36	19	41	89	68	49	537	20	14	247	15
Total Analysis Volume [veh/h]	22	143	74	165	356	272	196	2147	81	55	986	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.10	0.20	0.20	0.12	0.46	0.46	0.03	0.22	0.22
Intersection LOS	C											
Intersection V/C	0.759											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	55	314	267	651	856	194	242	1656	255	147	507	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	314	267	651	856	194	242	1656	255	147	507	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	79	67	163	214	49	61	414	64	37	127	55
Total Analysis Volume [veh/h]	55	314	267	651	856	194	242	1656	255	147	507	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.06	0.17	0.20	0.17	0.12	0.08	0.32	0.16	0.05	0.10	0.14
Intersection LOS	C											
Intersection V/C	0.791											

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.677

Intersection Setup

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	971	0	923	0	1648	1094	0	1311	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	971	0	923	0	1648	1094	0	1311	146
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	243	0	231	0	412	274	0	328	37
Total Analysis Volume [veh/h]	0	0	0	971	0	923	0	1648	1094	0	1311	146
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.30	0.00	0.29	0.00	0.32	0.00	0.00	0.26	0.00
Intersection LOS	B											
Intersection V/C	0.677											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.090

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	83	4	30	89	31	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	4	30	89	31	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	1	8	22	8	9
Total Analysis Volume [veh/h]	83	4	30	89	31	37
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.02	0.03	0.02	0.02
Intersection LOS	A					
Intersection V/C	0.090					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	79	791	36	81	1904	43	141	0	185	35	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	791	36	81	1904	43	141	0	185	35	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	198	9	20	476	11	35	0	46	9	0	4
Total Analysis Volume [veh/h]	79	791	36	81	1904	43	141	0	185	35	0	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.16	0.02	0.03	0.41	0.41	0.09	0.00	0.12	0.02	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.578											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	187	1082	167	206	1755	112	49	325	66	319	259	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1082	167	206	1755	112	49	325	66	319	259	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	271	42	52	439	28	12	81	17	80	65	33
Total Analysis Volume [veh/h]	187	1082	167	206	1755	112	49	325	66	319	259	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.21	0.10	0.06	0.39	0.39	0.02	0.12	0.12	0.10	0.08	0.08
Intersection LOS	C											
Intersection V/C	0.719											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.452

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↦			↰↰↑↑↦			↰↰↑↑↦		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	44	298	196	212	635	52	52	661	210	203	332	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	298	196	212	635	52	52	661	210	203	332	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	75	49	53	159	13	13	165	53	51	83	17
Total Analysis Volume [veh/h]	44	298	196	212	635	52	52	661	210	203	332	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.09	0.00	0.07	0.14	0.14	0.02	0.18	0.18	0.06	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.452											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.355

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↱			↰ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	86	11	85	49	1138	28	52	516	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	86	11	85	49	1138	28	52	516	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	22	3	21	12	285	7	13	129	9
Total Analysis Volume [veh/h]	4	8	11	86	11	85	49	1138	28	52	516	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.05	0.01	0.05	0.02	0.22	0.02	0.02	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.355											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1045	30	55	518	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1045	30	55	518	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	261	8	14	130	12
Total Analysis Volume [veh/h]	10	0	11	68	0	37	35	1045	30	55	518	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.04	0.00	0.02	0.02	0.22	0.22	0.03	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.358											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	137	532	137	255	1673	122	126	991	455	248	418	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	532	137	255	1673	122	126	991	455	248	418	137
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	133	34	64	418	31	32	248	114	62	105	34
Total Analysis Volume [veh/h]	137	532	137	255	1673	122	126	991	455	248	418	137
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.10	0.09	0.08	0.33	0.08	0.04	0.23	0.23	0.08	0.08	0.09
Intersection LOS	C											
Intersection V/C	0.724											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.357

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	36	77	94	126	98	163	94	680	71	41	275	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	77	94	126	98	163	94	680	71	41	275	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	19	24	32	25	41	24	170	18	10	69	7
Total Analysis Volume [veh/h]	36	77	94	126	98	163	94	680	71	41	275	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.06	0.08	0.08	0.08	0.03	0.16	0.16	0.01	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.357											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.485

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↑↱↱			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	184	189	0	10	751	192	320	0	685	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	189	0	10	751	192	320	0	685	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	47	0	3	188	48	80	0	171	0	0	0
Total Analysis Volume [veh/h]	184	189	0	10	751	192	320	0	685	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.04	0.00	0.01	0.22	0.12	0.10	0.00	0.16	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.485											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1291	545	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1291	545	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	323	136	9
Total Analysis Volume [veh/h]	0	69	0	1291	545	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.74	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.39	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.64	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.74		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1580	1235	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1580	1235	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	395	309	2
Total Analysis Volume [veh/h]	0	3	0	1580	1235	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	14.84	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.61	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.84		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1162	23	24	2126	41	76	0	80	17	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1162	23	24	2126	41	76	0	80	17	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	291	6	6	532	10	19	0	20	4	0	6
Total Analysis Volume [veh/h]	38	1162	23	24	2126	41	76	0	80	17	0	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.23	0.01	0.02	0.45	0.45	0.05	0.00	0.10	0.01	0.00	0.03
Intersection LOS	B											
Intersection V/C	0.621											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1239	2178	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1239	2178	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	310	545	0	0	0
Total Analysis Volume [veh/h]	0	1239	2178	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	24.90
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		24.90	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	25.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.116

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	925	2034	22	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	925	2034	22	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	231	509	6	0	6
Total Analysis Volume [veh/h]	0	925	2034	22	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	25.48
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	9.65
d_A, Approach Delay [s/veh]	0.00		0.00		25.48	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	26.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.126

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	925	2032	81	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	925	2032	81	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	231	508	20	0	6
Total Analysis Volume [veh/h]	0	925	2032	81	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.13
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	26.65
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.42
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	10.62
d_A, Approach Delay [s/veh]	0.00		0.00		26.65	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	56.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	149	1976	13	0	1158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	149	1976	13	0	1158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	37	494	3	0	290
Total Analysis Volume [veh/h]	0	149	1976	13	0	1158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.71	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	56.00	0.00	0.00	0.00	0.00
Movement LOS		F	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	4.61	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	115.16	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	56.00		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	2.53					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	31.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.403

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	90	1899	6	0	1158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	90	1899	6	0	1158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	475	2	0	290
Total Analysis Volume [veh/h]	0	90	1899	6	0	1158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.40	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	31.64	0.00	0.00	0.00	0.00
Movement LOS		D	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	1.83	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	45.69	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.64		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.90					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	183	2	0	215	0	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	2	0	215	0	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	1	0	54	0	9
Total Analysis Volume [veh/h]	183	2	0	215	0	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.96
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.12
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	3.05
d_A, Approach Delay [s/veh]	0.00		0.00		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.76					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	144	3	0	174	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	3	0	174	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	1	0	44	0	1
Total Analysis Volume [veh/h]	144	3	0	174	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.71
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.00		8.71	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	111	8	0	157	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	111	8	0	157	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	2	0	39	0	3
Total Analysis Volume [veh/h]	111	8	0	157	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.66
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.84
d_A, Approach Delay [s/veh]	0.00		0.00		8.66	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	218	2	0	215	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	2	0	215	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	1	0	54	0	3
Total Analysis Volume [veh/h]	218	2	0	215	0	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.96
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.07
d_A, Approach Delay [s/veh]	0.00		0.00		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱						↰ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	0	123	1	3	141	7	0	0	0	8	0	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	123	1	3	141	7	0	0	0	8	0	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	31	0	1	35	2	0	0	0	2	0	3
Total Analysis Volume [veh/h]	0	123	1	3	141	7	0	0	0	8	0	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	7.52	0.00	0.00	7.47	0.00	0.00	0.00	0.00	0.00	9.92	10.78	8.68
Movement LOS	A	A	A	A	A	A				A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.00	0.82	0.92	0.92
d_A, Approach Delay [s/veh]	0.00			0.15			0.00			9.18		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.70											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	88.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.089

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	┼			┼			┐│├			┐│├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	17	5	28	30	6	160	74	799	33	17	804	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	5	28	30	6	160	74	799	33	17	804	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	7	8	2	40	19	200	8	4	201	5
Total Analysis Volume [veh/h]	17	5	28	30	6	160	74	799	33	17	804	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.29	0.07	0.05	0.38	0.09	0.27	0.09	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	84.55	76.70	30.02	80.73	88.75	41.50	9.94	0.00	0.00	9.62	0.00	0.00
Movement LOS	F	F	D	F	F	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.73	1.73	1.73	5.27	5.27	5.27	0.30	0.00	0.00	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	43.35	43.35	43.35	131.67	131.67	131.67	7.59	0.00	0.00	1.63	0.00	0.00
d_A, Approach Delay [s/veh]	53.23			48.95			0.81			0.19		
Approach LOS	F			E			A			A		
d_I, Intersection Delay [s/veh]	6.60											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	83	4	30	89	31	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	4	30	89	31	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	1	8	22	8	9
Total Analysis Volume [veh/h]	83	4	30	89	31	37
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	6	10	6	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	33	0	25	58	32	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	7	0
Pedestrian Clearance [s]	11	0	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	70	70	3	77	5	5
g / C, Green / Cycle	0.78	0.78	0.04	0.86	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.02	0.03	0.02	0.02
s, saturation flow rate [veh/h]	1870	1840	1781	3186	1781	1589
c, Capacity [veh/h]	1449	1426	65	2725	99	88
d1, Uniform Delay [s]	2.34	2.34	42.52	0.97	40.87	41.11
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.04	5.06	0.02	1.78	3.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.03	0.46	0.03	0.31	0.42
d, Delay for Lane Group [s/veh]	2.38	2.38	47.58	0.99	42.64	44.24
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.12	0.12	0.73	0.02	0.71	0.87
50th-Percentile Queue Length [ft/ln]	2.91	2.92	18.13	0.51	17.76	21.78
95th-Percentile Queue Length [veh/ln]	0.21	0.21	1.31	0.04	1.28	1.57
95th-Percentile Queue Length [ft/ln]	5.24	5.25	32.63	0.92	31.98	39.21

Movement, Approach, & Intersection Results

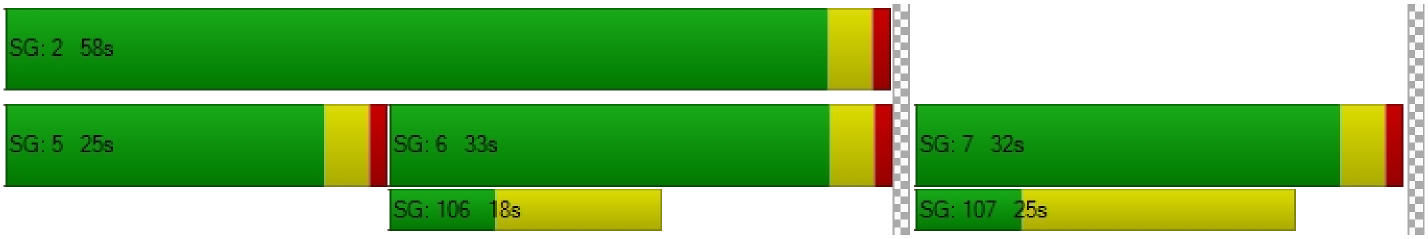
d_M, Delay for Movement [s/veh]	2.38	2.38	47.58	0.99	42.64	44.24
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	2.38		12.73		43.51	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	17.08					
Intersection LOS	B					
Intersection V/C	0.074					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.362	1.967
Crosswalk LOS	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	1200	622
d_b, Bicycle Delay [s]	20.68	7.21	21.37
I_b,int, Bicycle LOS Score for Intersection	1.631	1.658	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	79	791	36	81	1904	43	141	0	185	35	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	791	36	81	1904	43	141	0	185	35	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	198	9	20	476	11	35	0	46	9	0	4
Total Analysis Volume [veh/h]	79	791	36	81	1904	43	141	0	185	35	0	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	10	0	6	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	25	0	10	25	0	0	55	0	0	55	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	58	58	5	58	58	15	15	15	15
g / C, Green / Cycle	0.06	0.65	0.65	0.06	0.65	0.65	0.16	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.02	0.17	0.02	0.02	0.36	0.36	0.13	0.12	0.03	0.01
s, saturation flow rate [veh/h]	3459	4558	1589	3459	3560	1849	1114	1589	1198	1589
c, Capacity [veh/h]	200	2944	1027	201	2301	1195	261	259	91	259
d1, Uniform Delay [s]	40.90	6.83	5.78	40.88	8.79	8.80	37.91	35.71	44.87	31.87
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.27	0.22	0.06	1.30	0.98	1.88	1.73	3.68	2.63	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.27	0.04	0.40	0.56	0.56	0.54	0.72	0.38	0.06
d, Delay for Lane Group [s/veh]	42.17	7.05	5.84	42.18	9.77	10.68	39.64	39.38	47.50	31.97
Lane Group LOS	D	A	A	D	A	B	D	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.87	1.97	0.24	0.89	6.28	6.84	3.08	4.04	0.84	0.30
50th-Percentile Queue Length [ft/ln]	21.78	49.23	5.96	22.33	157.07	171.04	77.08	101.00	21.02	7.47
95th-Percentile Queue Length [veh/ln]	1.57	3.54	0.43	1.61	10.39	11.13	5.55	7.27	1.51	0.54
95th-Percentile Queue Length [ft/ln]	39.20	88.62	10.73	40.20	259.84	278.29	138.74	181.81	37.83	13.44

Movement, Approach, & Intersection Results

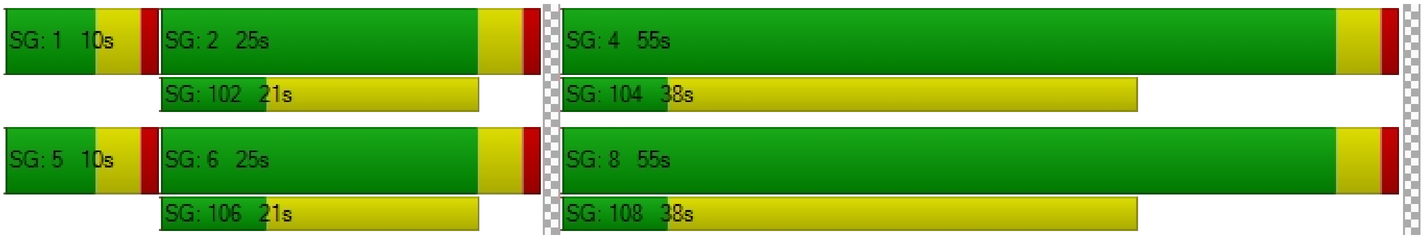
d_M, Delay for Movement [s/veh]	42.17	7.05	5.84	42.18	10.07	10.68	39.64	39.64	39.38	47.50	31.97	31.97
Movement LOS	D	A	A	D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	10.07			11.37			39.49			42.63		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	14.26											
Intersection LOS	B											
Intersection V/C	0.588											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	3.227	3.288	2.240	2.172
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	467	1133	1133
d_b, Bicycle Delay [s]	26.45	26.45	8.45	8.45
I_b,int, Bicycle LOS Score for Intersection	2.058	2.675	2.098	1.644
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.321

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1045	30	55	518	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1045	30	55	518	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	261	8	14	130	12
Total Analysis Volume [veh/h]	10	0	11	68	0	37	35	1045	30	55	518	47
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	6	10	0	6	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	39	0	0	39	0	10	41	0	10	41	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	24	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	9	4	64	64	5	65	65
g / C, Green / Cycle	0.10	0.10	0.10	0.10	0.04	0.71	0.71	0.05	0.72	0.72
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.05	0.02	0.02	0.20	0.20	0.03	0.12	0.12
s, saturation flow rate [veh/h]	1371	1589	1403	1589	1781	3560	1843	1781	3186	1603
c, Capacity [veh/h]	168	165	190	165	71	2534	1312	91	2302	1159
d1, Uniform Delay [s]	39.74	36.40	40.16	37.01	42.32	4.67	4.67	41.84	3.92	3.93
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.15	0.17	1.13	0.68	5.12	0.28	0.53	6.36	0.15	0.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.07	0.36	0.22	0.49	0.28	0.28	0.61	0.16	0.16
d, Delay for Lane Group [s/veh]	39.89	36.57	41.29	37.69	47.44	4.94	5.20	48.20	4.08	4.24
Lane Group LOS	D	D	D	D	D	A	A	D	A	A
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.22	0.23	1.52	0.78	0.84	1.80	1.96	1.32	0.81	0.87
50th-Percentile Queue Length [ft/ln]	5.40	5.66	37.92	19.49	21.00	44.90	48.88	32.96	20.14	21.82
95th-Percentile Queue Length [veh/ln]	0.39	0.41	2.73	1.40	1.51	3.23	3.52	2.37	1.45	1.57
95th-Percentile Queue Length [ft/ln]	9.72	10.20	68.26	35.08	37.80	80.82	87.98	59.33	36.25	39.27

Movement, Approach, & Intersection Results

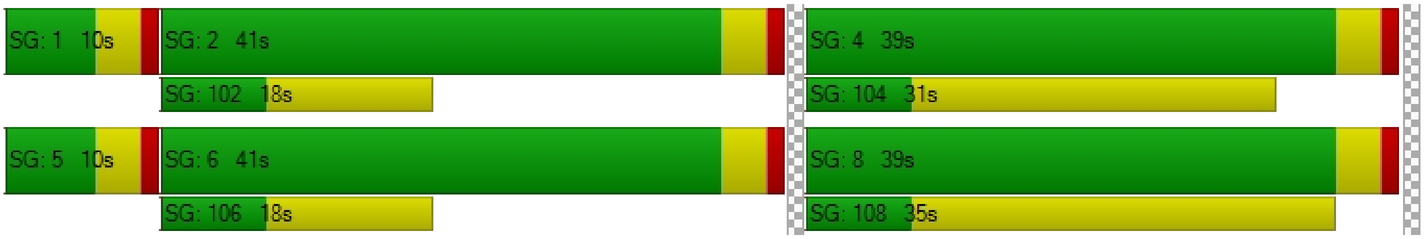
d_M, Delay for Movement [s/veh]	39.89	36.57	36.57	41.29	37.69	37.69	47.44	5.03	5.20	48.20	4.12	4.24
Movement LOS	D	D	D	D	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	38.15			40.02			6.37			8.04		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	9.19											
Intersection LOS	A											
Intersection V/C	0.321											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	1.968	1.990	2.919	3.014
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	778	822	822
d_b, Bicycle Delay [s]	16.82	16.82	15.62	15.62
I_b,int, Bicycle LOS Score for Intersection	1.594	1.733	2.170	1.901
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1291	545	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1291	545	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	323	136	9
Total Analysis Volume [veh/h]	0	69	0	1291	545	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.74	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.39	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.64	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.74		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1580	1235	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1580	1235	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	395	309	2
Total Analysis Volume [veh/h]	0	3	0	1580	1235	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	14.84	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.61	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.84		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1162	23	24	2126	41	76	0	80	17	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1162	23	24	2126	41	76	0	80	17	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	291	6	6	532	10	19	0	20	4	0	6
Total Analysis Volume [veh/h]	38	1162	23	24	2126	41	76	0	80	17	0	23
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	10	0	6	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	22	0	10	22	0	0	58	0	0	58	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	11	0	0	31	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	65	65	3	64	64	11	11
g / C, Green / Cycle	0.04	0.72	0.72	0.03	0.71	0.71	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.01	0.25	0.01	0.01	0.40	0.40	0.10	0.03
s, saturation flow rate [veh/h]	3459	4558	1589	1781	3560	1852	1592	1552
c, Capacity [veh/h]	144	3268	1140	55	2515	1308	249	242
d1, Uniform Delay [s]	41.81	4.83	3.65	42.87	6.47	6.48	38.48	35.79
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.97	0.30	0.03	5.44	0.93	1.79	2.59	0.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.36	0.02	0.44	0.57	0.57	0.63	0.17
d, Delay for Lane Group [s/veh]	42.79	5.14	3.69	48.31	7.40	8.27	41.07	36.11
Lane Group LOS	D	A	A	D	A	A	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.42	2.02	0.10	0.59	5.05	5.59	3.52	0.82
50th-Percentile Queue Length [ft/ln]	10.40	50.53	2.42	14.78	126.27	139.67	88.03	20.39
95th-Percentile Queue Length [veh/ln]	0.75	3.64	0.17	1.06	8.74	9.46	6.34	1.47
95th-Percentile Queue Length [ft/ln]	18.71	90.96	4.36	26.61	218.41	236.58	158.46	36.71

Movement, Approach, & Intersection Results

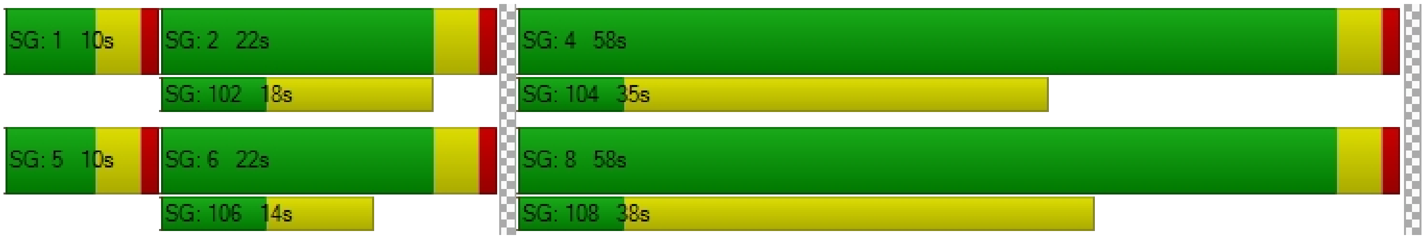
d_M, Delay for Movement [s/veh]	42.79	5.14	3.69	48.31	7.69	8.27	41.07	41.07	41.07	36.11	36.11	36.11
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	6.28			8.14			41.07			36.11		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	9.25											
Intersection LOS	A											
Intersection V/C	0.588											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	3.371	3.343	2.003	1.750
Crosswalk LOS	C	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	400	1200	1200
d_b, Bicycle Delay [s]	28.81	28.81	7.20	7.20
I_b,int, Bicycle LOS Score for Intersection	2.232	2.765	1.817	1.626
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1239	2178	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1239	2178	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	310	545	0	0	0
Total Analysis Volume [veh/h]	0	1239	2178	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	24.90
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		24.90	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	25.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.116

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	925	2034	22	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	925	2034	22	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	231	509	6	0	6
Total Analysis Volume [veh/h]	0	925	2034	22	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	25.48
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	9.65
d_A, Approach Delay [s/veh]	0.00		0.00		25.48	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	26.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.126

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	925	2032	81	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	925	2032	81	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	231	508	20	0	6
Total Analysis Volume [veh/h]	0	925	2032	81	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.13
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	26.65
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.42
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	10.62
d_A, Approach Delay [s/veh]	0.00		0.00		26.65	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	56.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	149	1976	13	0	1158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	149	1976	13	0	1158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	37	494	3	0	290
Total Analysis Volume [veh/h]	0	149	1976	13	0	1158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.71	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	56.00	0.00	0.00	0.00	0.00
Movement LOS		F	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	4.61	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	115.16	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	56.00		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	2.53					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	31.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.403

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	90	1899	6	0	1158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	90	1899	6	0	1158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	475	2	0	290
Total Analysis Volume [veh/h]	0	90	1899	6	0	1158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.40	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	31.64	0.00	0.00	0.00	0.00
Movement LOS		D	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	1.83	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	45.69	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.64		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.90					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	183	2	0	215	0	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	2	0	215	0	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	1	0	54	0	9
Total Analysis Volume [veh/h]	183	2	0	215	0	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.96
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.12
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	3.05
d_A, Approach Delay [s/veh]	0.00		0.00		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.76					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	144	3	0	174	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	3	0	174	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	1	0	44	0	1
Total Analysis Volume [veh/h]	144	3	0	174	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.71
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.00		8.71	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	111	8	0	157	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	111	8	0	157	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	2	0	39	0	3
Total Analysis Volume [veh/h]	111	8	0	157	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.66
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.84
d_A, Approach Delay [s/veh]	0.00		0.00		8.66	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	218	2	0	215	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	2	0	215	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	1	0	54	0	3
Total Analysis Volume [veh/h]	218	2	0	215	0	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.96
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.07
d_A, Approach Delay [s/veh]	0.00		0.00		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱						↰ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	0	123	1	3	141	7	0	0	0	8	0	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	123	1	3	141	7	0	0	0	8	0	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	31	0	1	35	2	0	0	0	2	0	3
Total Analysis Volume [veh/h]	0	123	1	3	141	7	0	0	0	8	0	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	7.52	0.00	0.00	7.47	0.00	0.00	0.00	0.00	0.00	9.92	10.78	8.68
Movement LOS	A	A	A	A	A	A				A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.00	0.82	0.92	0.92
d_A, Approach Delay [s/veh]	0.00			0.15			0.00			9.18		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.70											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.948

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	421	1804	201	154	1045	131	146	654	166	83	745	191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	421	1804	201	154	1045	131	146	654	166	83	745	191
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	451	50	39	261	33	37	164	42	21	186	48
Total Analysis Volume [veh/h]	421	1804	201	154	1045	131	146	654	166	83	745	191
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.42	0.42	0.10	0.25	0.25	0.09	0.19	0.10	0.05	0.29	0.29
Intersection LOS	E											
Intersection V/C	0.948											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes
Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.605

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	675	257	709	149	161	1178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	675	257	709	149	161	1178
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	169	64	177	37	40	295
Total Analysis Volume [veh/h]	675	257	709	149	161	1178
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.16	0.21	0.09	0.10	0.35
Intersection LOS	B					
Intersection V/C	0.605					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.922

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	184	1354	236	93	897	178	202	723	66	130	1085	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	1354	236	93	897	178	202	723	66	130	1085	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	339	59	23	224	45	51	181	17	33	271	14
Total Analysis Volume [veh/h]	184	1354	236	93	897	178	202	723	66	130	1085	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.33	0.33	0.06	0.22	0.22	0.13	0.25	0.25	0.08	0.36	0.36
Intersection LOS	E											
Intersection V/C	0.922											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.909

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	121	850	81	67	382	107	160	795	84	76	1281	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	850	81	67	382	107	160	795	84	76	1281	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	213	20	17	96	27	40	199	21	19	320	21
Total Analysis Volume [veh/h]	121	850	81	67	382	107	160	795	84	76	1281	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.29	0.29	0.04	0.15	0.15	0.10	0.27	0.27	0.05	0.43	0.43
Intersection LOS	E											
Intersection V/C	0.909											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.927

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	253	1301	398	145	508	119	84	658	101	125	1193	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	253	1301	398	145	508	119	84	658	101	125	1193	234
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	325	100	36	127	30	21	165	25	31	298	59
Total Analysis Volume [veh/h]	253	1301	398	145	508	119	84	658	101	125	1193	234
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.38	0.25	0.09	0.13	0.13	0.05	0.19	0.06	0.08	0.35	0.15
Intersection LOS	E											
Intersection V/C	0.927											

Intersection Level Of Service Report

Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.833

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	245	1689	92	173	965	89	283	751	248	181	1376	241
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	1689	92	173	965	89	283	751	248	181	1376	241
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	422	23	43	241	22	71	188	62	45	344	60
Total Analysis Volume [veh/h]	245	1689	92	173	965	89	283	751	248	181	1376	241
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.37	0.37	0.05	0.19	0.06	0.09	0.15	0.16	0.06	0.27	0.15
Intersection LOS	D											
Intersection V/C	0.833											

Intersection Level Of Service Report

Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.880

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	202	972	254	122	274	83	98	932	95	94	1687	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	972	254	122	274	83	98	932	95	94	1687	264
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	243	64	31	69	21	25	233	24	24	422	66
Total Analysis Volume [veh/h]	202	972	254	122	274	83	98	932	95	94	1687	264
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.29	0.16	0.08	0.08	0.05	0.06	0.21	0.21	0.06	0.41	0.41
Intersection LOS	D											
Intersection V/C	0.880											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.603

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	241	53	146	29	18	40	36	1247	165	97	1601	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	53	146	29	18	40	36	1247	165	97	1601	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	13	37	7	5	10	9	312	41	24	400	12
Total Analysis Volume [veh/h]	241	53	146	29	18	40	36	1247	165	97	1601	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.03	0.09	0.02	0.04	0.04	0.02	0.29	0.29	0.06	0.34	0.34
Intersection LOS	B											
Intersection V/C	0.603											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.825

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	338	1484	296	225	895	130	339	831	171	390	1569	293
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	338	1484	296	225	895	130	339	831	171	390	1569	293
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	371	74	56	224	33	85	208	43	98	392	73
Total Analysis Volume [veh/h]	338	1484	296	225	895	130	339	831	171	390	1569	293
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.29	0.19	0.07	0.21	0.21	0.11	0.16	0.11	0.12	0.31	0.18
Intersection LOS	D											
Intersection V/C	0.825											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.941

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	134	640	75	86	207	208	210	1069	64	63	2138	179
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	640	75	86	207	208	210	1069	64	63	2138	179
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	160	19	22	52	52	53	267	16	16	535	45
Total Analysis Volume [veh/h]	134	640	75	86	207	208	210	1069	64	63	2138	179
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.22	0.22	0.05	0.13	0.13	0.13	0.24	0.24	0.04	0.48	0.48
Intersection LOS	E											
Intersection V/C	0.941											

Intersection Level Of Service Report

Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.810

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	493	1181	324	286	372	281	301	684	60	200	1715	461
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	493	1181	324	286	372	281	301	684	60	200	1715	461
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	123	295	81	72	93	70	75	171	15	50	429	115
Total Analysis Volume [veh/h]	493	1181	324	286	372	281	301	684	60	200	1715	461
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.23	0.20	0.09	0.07	0.18	0.09	0.13	0.04	0.06	0.34	0.29
Intersection LOS	D											
Intersection V/C	0.810											

Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	291	0	787	0	1235	1059	0	1594	608
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	291	0	787	0	1235	1059	0	1594	608
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	73	0	197	0	309	265	0	399	152
Total Analysis Volume [veh/h]	0	0	0	291	0	787	0	1235	1059	0	1594	608
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.00	0.25	0.00	0.24	0.00	0.00	0.31	0.00
Intersection LOS	B											
Intersection V/C	0.608											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.199

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↰ ↑ ↑		↰ ↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	268	15	79	108	17	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	268	15	79	108	17	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	4	20	27	4	16
Total Analysis Volume [veh/h]	268	15	79	108	17	64
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.09	0.05	0.03	0.01	0.04
Intersection LOS	A					
Intersection V/C	0.199					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑⇢			⇠↱			↰⇢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	188	1988	81	204	1218	112	116	0	113	79	0	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	1988	81	204	1218	112	116	0	113	79	0	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	497	20	51	305	28	29	0	28	20	0	29
Total Analysis Volume [veh/h]	188	1988	81	204	1218	112	116	0	113	79	0	116
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.39	0.05	0.06	0.28	0.28	0.07	0.00	0.07	0.05	0.00	0.07
Intersection LOS	B											
Intersection V/C	0.649											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↗			↰↰↑↗			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	203	1824	400	145	1208	84	205	434	96	270	671	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	203	1824	400	145	1208	84	205	434	96	270	671	175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	456	100	36	302	21	51	109	24	68	168	44
Total Analysis Volume [veh/h]	203	1824	400	145	1208	84	205	434	96	270	671	175
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.36	0.25	0.05	0.27	0.27	0.06	0.17	0.17	0.08	0.20	0.11
Intersection LOS	C											
Intersection V/C	0.714											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	229	1199	648	82	394	39	106	556	158	356	848	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	1199	648	82	394	39	106	556	158	356	848	245
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	300	162	21	99	10	27	139	40	89	212	61
Total Analysis Volume [veh/h]	229	1199	648	82	394	39	106	556	158	356	848	245
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.35	0.00	0.03	0.09	0.09	0.03	0.15	0.15	0.11	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.689											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	49	23	110	177	1028	49	122	1272	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	49	23	110	177	1028	49	122	1272	130
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	16	36	12	6	28	44	257	12	31	318	33
Total Analysis Volume [veh/h]	51	64	143	49	23	110	177	1028	49	122	1272	130
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.13	0.03	0.01	0.07	0.06	0.20	0.03	0.04	0.29	0.29
Intersection LOS	A											
Intersection V/C	0.557											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.553

Intersection Setup

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↱			↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	140	90	0	64	70	1074	50	100	1427	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	140	90	0	64	70	1074	50	100	1427	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	35	23	0	16	18	269	13	25	357	22
Total Analysis Volume [veh/h]	110	0	140	90	0	64	70	1074	50	100	1427	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.09	0.06	0.00	0.04	0.04	0.23	0.23	0.06	0.32	0.32
Intersection LOS	A											
Intersection V/C	0.553											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.735

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	700	1520	222	185	827	231	311	603	265	266	1056	314
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	700	1520	222	185	827	231	311	603	265	266	1056	314
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	175	380	56	46	207	58	78	151	66	67	264	79
Total Analysis Volume [veh/h]	700	1520	222	185	827	231	311	603	265	266	1056	314
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.30	0.14	0.06	0.16	0.14	0.10	0.14	0.14	0.08	0.21	0.20
Intersection LOS	C											
Intersection V/C	0.735											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.427

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	70	341	69	41	82	165	233	627	84	65	759	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	341	69	41	82	165	233	627	84	65	759	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	85	17	10	21	41	58	157	21	16	190	25
Total Analysis Volume [veh/h]	70	341	69	41	82	165	233	627	84	65	759	98
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.10	0.04	0.03	0.08	0.08	0.07	0.15	0.15	0.02	0.18	0.18
Intersection LOS	A											
Intersection V/C	0.427											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↱↱			✢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	751	1043	0	8	245	281	537	0	428	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	751	1043	0	8	245	281	537	0	428	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	188	261	0	2	61	70	134	0	107	0	0	0
Total Analysis Volume [veh/h]	751	1043	0	8	245	281	537	0	428	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.22	0.00	0.01	0.07	0.18	0.17	0.00	0.00	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.628											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1271	1520	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1271	1520	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	318	380	11
Total Analysis Volume [veh/h]	0	37	0	1271	1520	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	19.24	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.43	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.83	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.24		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1216	1574	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1216	1574	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	304	394	3
Total Analysis Volume [veh/h]	0	10	0	1216	1574	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	18.10	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.11	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.72	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.10		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2225	72	30	1387	99	79	0	69	19	0	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2225	72	30	1387	99	79	0	69	19	0	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	556	18	8	347	25	20	0	17	5	0	29
Total Analysis Volume [veh/h]	91	2225	72	30	1387	99	79	0	69	19	0	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.44	0.05	0.02	0.31	0.31	0.05	0.00	0.09	0.01	0.00	0.09
Intersection LOS	B											
Intersection V/C	0.639											

Intersection Level Of Service Report

Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2306	1498	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2306	1498	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	577	375	0	0	0
Total Analysis Volume [veh/h]	0	2306	1498	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	16.84
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		16.84	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.065

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	2236	1492	56	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2236	1492	56	0	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	559	373	14	0	5
Total Analysis Volume [veh/h]	0	2236	1492	56	0	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	18.15
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.17
d_A, Approach Delay [s/veh]	0.00		0.00		18.15	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	20.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	2236	1531	194	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2236	1531	194	0	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	559	383	49	0	4
Total Analysis Volume [veh/h]	0	2236	1531	194	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	20.06
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.30
d_A, Approach Delay [s/veh]	0.00		0.00		20.06	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	21.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.316

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	103	1368	36	0	1992
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	103	1368	36	0	1992
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	26	342	9	0	498
Total Analysis Volume [veh/h]	0	103	1368	36	0	1992
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.32	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	21.03	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	1.32	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	33.01	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.03		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.62					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	50	1352	14	0	1992
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	50	1352	14	0	1992
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	338	4	0	498
Total Analysis Volume [veh/h]	0	50	1352	14	0	1992
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	17.58	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.52	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	12.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.58		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	566	5	0	347	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	566	5	0	347	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	142	1	0	87	0	6
Total Analysis Volume [veh/h]	566	5	0	347	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.24
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	2.62
d_A, Approach Delay [s/veh]	0.00		0.00		10.24	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↑ ↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	471	8	0	257	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	471	8	0	257	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	2	0	64	0	2
Total Analysis Volume [veh/h]	471	8	0	257	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.77
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.70
d_A, Approach Delay [s/veh]	0.00		0.00		9.77	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	357	19	0	224	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	357	19	0	224	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	5	0	56	0	1
Total Analysis Volume [veh/h]	357	19	0	224	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.41
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.46
d_A, Approach Delay [s/veh]	0.00		0.00		9.41	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	586	5	0	347	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	586	5	0	347	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	147	1	0	87	0	2
Total Analysis Volume [veh/h]	586	5	0	347	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.20
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.87
d_A, Approach Delay [s/veh]	0.00		0.00		10.20	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱						↰ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	22	425	5	8	202	19	0	0	0	7	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	425	5	8	202	19	0	0	0	7	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	106	1	2	51	5	0	0	0	2	0	1
Total Analysis Volume [veh/h]	22	425	5	8	202	19	0	0	0	7	0	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	7.72	0.00	0.00	8.22	0.00	0.00	0.00	0.00	0.00	14.57	15.33	9.59
Movement LOS	A	A	A	A	A	A				B	C	A
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.06	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.25	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	1.39	0.48	0.48
d_A, Approach Delay [s/veh]	0.38			0.29			0.00			12.50		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	0.56											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	105.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	26	2	22	12	2	61	91	643	51	40	1021	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	2	22	12	2	61	91	643	51	40	1021	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	6	3	1	15	23	161	13	10	255	10
Total Analysis Volume [veh/h]	26	2	22	12	2	61	91	643	51	40	1021	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.40	0.04	0.03	0.23	0.04	0.12	0.14	0.01	0.00	0.04	0.01	0.00
d_M, Delay for Movement [s/veh]	88.30	105.59	38.31	85.79	90.33	24.10	11.40	0.00	0.00	9.20	0.00	0.00
Movement LOS	F	F	E	F	F	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.09	2.09	2.09	1.74	1.74	1.74	0.48	0.00	0.00	0.14	0.00	0.00
95th-Percentile Queue Length [ft/ln]	52.18	52.18	52.18	43.56	43.56	43.56	12.05	0.00	0.00	3.49	0.00	0.00
d_A, Approach Delay [s/veh]	66.99			35.74			1.32			0.33		
Approach LOS	F			E			A			A		
d_I, Intersection Delay [s/veh]	3.70											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.187

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	268	15	79	108	17	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	268	15	79	108	17	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	4	20	27	4	16
Total Analysis Volume [veh/h]	268	15	79	108	17	64
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	6	10	6	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	21	0	41	62	28	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	67	67	5	77	5	5
g / C, Green / Cycle	0.75	0.75	0.06	0.85	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.08	0.08	0.04	0.03	0.01	0.04
s, saturation flow rate [veh/h]	1870	1836	1781	3186	1781	1589
c, Capacity [veh/h]	1400	1374	105	2715	105	94
d1, Uniform Delay [s]	3.08	3.08	41.70	1.02	40.25	41.54
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	0.15	10.12	0.03	0.71	8.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.10	0.75	0.04	0.16	0.68
d, Delay for Lane Group [s/veh]	3.22	3.23	51.82	1.05	40.97	49.97
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.50	0.51	1.97	0.03	0.38	1.61
50th-Percentile Queue Length [ft/ln]	12.60	12.64	49.16	0.74	9.48	40.31
95th-Percentile Queue Length [veh/ln]	0.91	0.91	3.54	0.05	0.68	2.90
95th-Percentile Queue Length [ft/ln]	22.68	22.76	88.49	1.34	17.07	72.56

Movement, Approach, & Intersection Results

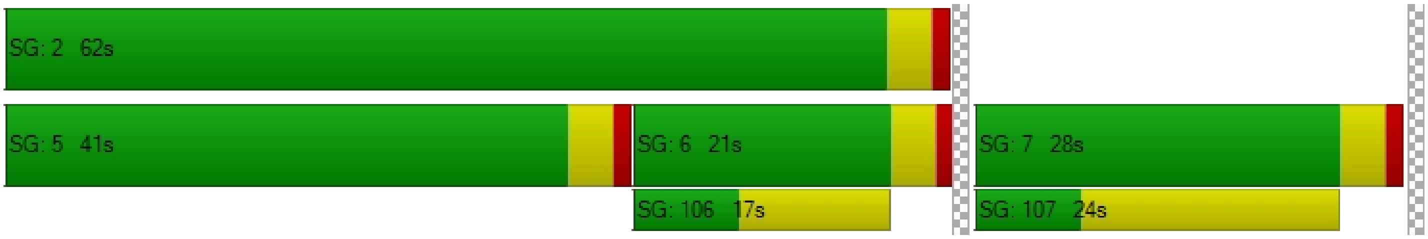
d_M, Delay for Movement [s/veh]	3.23	3.23	51.82	1.05	40.97	49.97
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	3.23		22.50		48.08	
Approach LOS	A		C		D	
d_I, Intersection Delay [s/veh]	16.36					
Intersection LOS	B					
Intersection V/C	0.187					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.434	1.987
Crosswalk LOS	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	378	1289	533
d_b, Bicycle Delay [s]	29.62	5.70	24.21
I_b,int, Bicycle LOS Score for Intersection	1.793	1.714	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

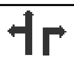
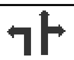


Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	23.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.701

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	188	1988	81	204	1218	112	116	0	113	79	0	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	1988	81	204	1218	112	116	0	113	79	0	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	497	20	51	305	28	29	0	28	20	0	29
Total Analysis Volume [veh/h]	188	1988	81	204	1218	112	116	0	113	79	0	116
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	10	0	6	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	12	54	0	14	56	0	0	42	0	0	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	R	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	62	62	8	63	63	28	28	28	28
g / C, Green / Cycle	0.07	0.56	0.56	0.08	0.57	0.57	0.25	0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.05	0.44	0.05	0.06	0.25	0.25	0.13	0.07	0.06	0.07
s, saturation flow rate [veh/h]	3459	4558	1589	3459	3560	1790	898	1589	1279	1589
c, Capacity [veh/h]	247	2572	897	265	2029	1020	290	397	168	397
d1, Uniform Delay [s]	50.15	18.51	11.00	49.82	13.55	13.55	41.11	33.33	49.57	33.39
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.81	2.33	0.20	4.66	0.68	1.36	0.89	0.39	2.02	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.77	0.09	0.77	0.44	0.44	0.40	0.28	0.47	0.29
d, Delay for Lane Group [s/veh]	54.96	20.84	11.19	54.49	14.23	14.91	42.00	33.71	51.59	33.80
Lane Group LOS	D	C	B	D	B	B	D	C	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	2.70	12.82	0.94	2.92	6.24	6.47	2.92	2.48	2.22	2.55
50th-Percentile Queue Length [ft/ln]	67.47	320.53	23.51	72.93	156.06	161.75	72.91	61.98	55.42	63.77
95th-Percentile Queue Length [veh/ln]	4.86	18.69	1.69	5.25	10.34	10.64	5.25	4.46	3.99	4.59
95th-Percentile Queue Length [ft/ln]	121.44	467.34	42.32	131.27	258.50	266.04	131.23	111.57	99.75	114.78

Movement, Approach, & Intersection Results

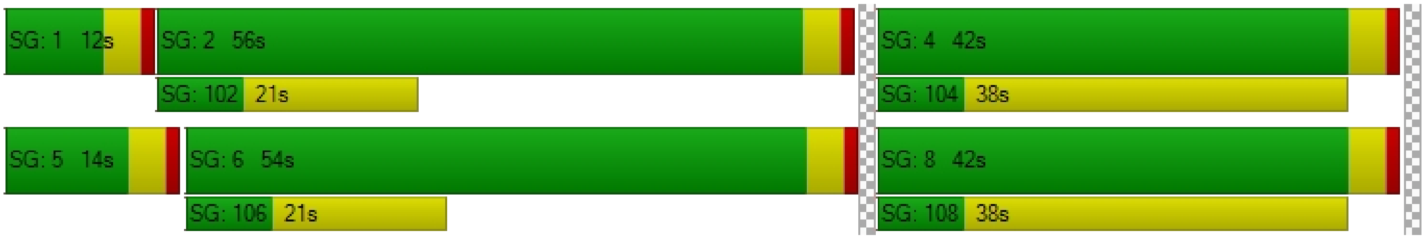
d_M, Delay for Movement [s/veh]	54.96	20.84	11.19	54.49	14.42	14.91	42.00	42.00	33.71	51.59	33.80	33.80
Movement LOS	D	C	B	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	23.33			19.78			37.91			41.01		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	23.65											
Intersection LOS	C											
Intersection V/C	0.701											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	44.55	44.55	44.55
I_p,int, Pedestrian LOS Score for Intersection	3.368	3.358	2.270	2.258
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	909	945	691	691
d_b, Bicycle Delay [s]	16.36	15.29	23.56	23.56
I_b,int, Bicycle LOS Score for Intersection	2.801	2.403	1.937	1.881
Bicycle LOS	C	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	15.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↱			↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	140	90	0	64	70	1074	50	100	1427	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	140	90	0	64	70	1074	50	100	1427	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	35	23	0	16	18	269	13	25	357	22
Total Analysis Volume [veh/h]	110	0	140	90	0	64	70	1074	50	100	1427	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	6	10	0	6	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	39	0	0	39	0	10	22	0	29	41	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	24	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	18	18	5	54	54	7	55	55
g / C, Green / Cycle	0.20	0.20	0.20	0.20	0.06	0.59	0.59	0.07	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.08	0.09	0.07	0.04	0.04	0.21	0.21	0.06	0.32	0.32
s, saturation flow rate [veh/h]	1338	1589	1248	1589	1781	3560	1828	1781	3186	1623
c, Capacity [veh/h]	263	317	196	317	99	2116	1086	130	1949	993
d1, Uniform Delay [s]	36.52	31.64	39.93	30.06	41.80	9.35	9.36	40.99	9.90	9.90
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.06	0.97	1.68	0.31	9.03	0.46	0.89	9.23	0.98	1.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.44	0.46	0.20	0.71	0.35	0.35	0.77	0.52	0.52
d, Delay for Lane Group [s/veh]	37.58	32.60	41.61	30.37	50.83	9.81	10.25	50.22	10.87	11.81
Lane Group LOS	D	C	D	C	D	A	B	D	B	B
Critical Lane Group	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.35	2.75	2.03	1.19	1.73	3.32	3.54	2.44	4.92	5.28
50th-Percentile Queue Length [ft/ln]	58.64	68.78	50.86	29.63	43.13	83.04	88.61	60.88	123.08	131.93
95th-Percentile Queue Length [veh/ln]	4.22	4.95	3.66	2.13	3.11	5.98	6.38	4.38	8.56	9.04
95th-Percentile Queue Length [ft/ln]	105.55	123.80	91.56	53.34	77.63	149.47	159.50	109.59	214.05	226.12

Movement, Approach, & Intersection Results

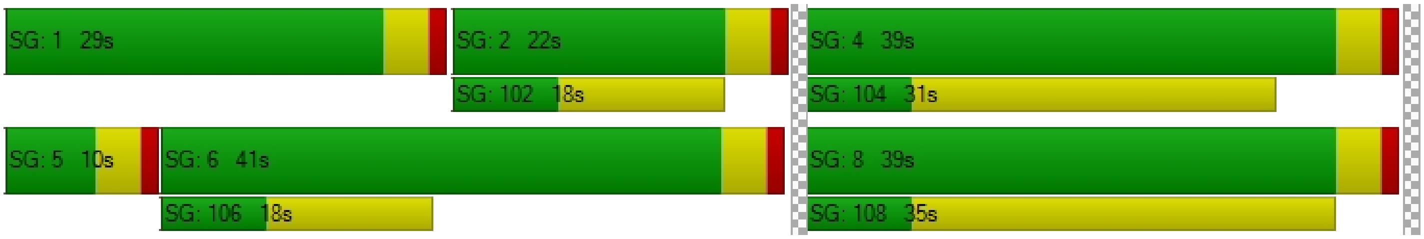
d_M, Delay for Movement [s/veh]	37.58	32.60	32.60	41.61	30.37	30.37	50.83	9.95	10.25	50.22	11.15	11.81
Movement LOS	D	C	C	D	C	C	D	A	B	D	B	B
d_A, Approach Delay [s/veh]	34.79			36.94			12.36			13.60		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	15.91											
Intersection LOS	B											
Intersection V/C	0.511											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	2.048	2.024	3.269	3.264
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	778	400	822
d_b, Bicycle Delay [s]	16.81	16.81	28.80	15.61
I_b,int, Bicycle LOS Score for Intersection	1.972	1.814	2.216	2.448
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1271	1520	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1271	1520	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	318	380	11
Total Analysis Volume [veh/h]	0	37	0	1271	1520	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	19.24	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.43	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.83	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.24		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1216	1574	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1216	1574	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	304	394	3
Total Analysis Volume [veh/h]	0	10	0	1216	1574	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	18.10	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.11	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.72	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.10		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2225	72	30	1387	99	79	0	69	19	0	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2225	72	30	1387	99	79	0	69	19	0	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	556	18	8	347	25	20	0	17	5	0	29
Total Analysis Volume [veh/h]	91	2225	72	30	1387	99	79	0	69	19	0	117
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	10	0	6	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	31	60	0	10	39	0	0	45	0	0	45	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	11	0	0	31	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	83	83	4	81	81	16	16
g / C, Green / Cycle	0.05	0.72	0.72	0.03	0.71	0.71	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.03	0.49	0.05	0.02	0.28	0.28	0.12	0.08
s, saturation flow rate [veh/h]	3459	4558	1589	1781	3560	1807	1233	1680
c, Capacity [veh/h]	172	3300	1151	58	2517	1277	219	269
d1, Uniform Delay [s]	53.31	8.56	4.59	54.72	6.83	6.83	48.52	46.49
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.51	1.12	0.10	6.95	0.46	0.90	3.58	1.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.67	0.06	0.52	0.39	0.39	0.67	0.50
d, Delay for Lane Group [s/veh]	55.82	9.68	4.69	61.67	7.29	7.74	52.10	47.95
Lane Group LOS	E	A	A	E	A	A	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.32	8.29	0.45	0.95	4.27	4.49	4.42	3.79
50th-Percentile Queue Length [ft/ln]	33.07	207.17	11.17	23.83	106.76	112.32	110.39	94.78
95th-Percentile Queue Length [veh/ln]	2.38	13.01	0.80	1.72	7.66	7.97	7.86	6.82
95th-Percentile Queue Length [ft/ln]	59.52	325.19	20.11	42.90	191.49	199.22	196.55	170.61

Movement, Approach, & Intersection Results

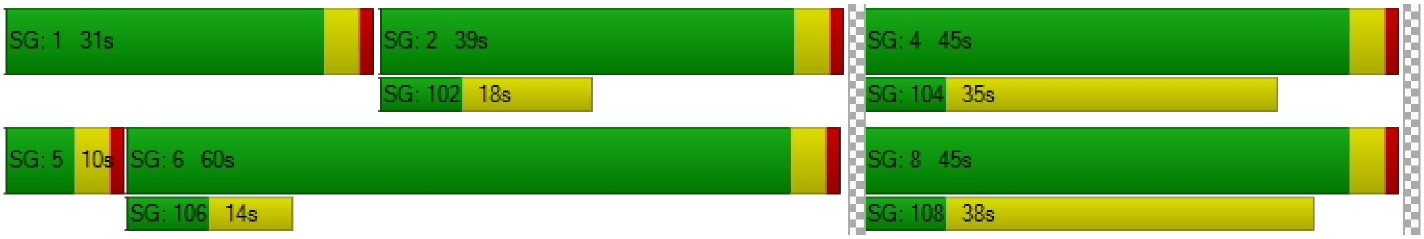
d_M, Delay for Movement [s/veh]	55.82	9.68	4.69	61.67	7.42	7.74	52.10	52.10	52.10	47.95	47.95	47.95
Movement LOS	E	A	A	E	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	11.29			8.51			52.10			47.95		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	12.92											
Intersection LOS	B											
Intersection V/C	0.698											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.02	47.02	47.02	47.02
I_p,int, Pedestrian LOS Score for Intersection	3.446	3.449	2.043	1.823
Crosswalk LOS	C	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	974	609	713	713
d_b, Bicycle Delay [s]	15.13	27.82	23.80	23.80
I_b,int, Bicycle LOS Score for Intersection	2.873	2.393	1.804	1.784
Bicycle LOS	C	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2306	1498	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2306	1498	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	577	375	0	0	0
Total Analysis Volume [veh/h]	0	2306	1498	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	16.84
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		16.84	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.065

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	2236	1492	56	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2236	1492	56	0	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	559	373	14	0	5
Total Analysis Volume [veh/h]	0	2236	1492	56	0	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	18.15
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.17
d_A, Approach Delay [s/veh]	0.00		0.00		18.15	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	20.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	2236	1531	194	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2236	1531	194	0	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	559	383	49	0	4
Total Analysis Volume [veh/h]	0	2236	1531	194	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	20.06
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.30
d_A, Approach Delay [s/veh]	0.00		0.00		20.06	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	21.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.316

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	103	1368	36	0	1992
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	103	1368	36	0	1992
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	26	342	9	0	498
Total Analysis Volume [veh/h]	0	103	1368	36	0	1992
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.32	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	21.03	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	1.32	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	33.01	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.03		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.62					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	50	1352	14	0	1992
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	50	1352	14	0	1992
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	338	4	0	498
Total Analysis Volume [veh/h]	0	50	1352	14	0	1992
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	17.58	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.52	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	12.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.58		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	566	5	0	347	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	566	5	0	347	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	142	1	0	87	0	6
Total Analysis Volume [veh/h]	566	5	0	347	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.24
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	2.62
d_A, Approach Delay [s/veh]	0.00		0.00		10.24	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	471	8	0	257	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	471	8	0	257	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	2	0	64	0	2
Total Analysis Volume [veh/h]	471	8	0	257	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.77
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.70
d_A, Approach Delay [s/veh]	0.00		0.00		9.77	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	357	19	0	224	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	357	19	0	224	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	5	0	56	0	1
Total Analysis Volume [veh/h]	357	19	0	224	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.41
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.46
d_A, Approach Delay [s/veh]	0.00		0.00		9.41	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	586	5	0	347	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	586	5	0	347	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	147	1	0	87	0	2
Total Analysis Volume [veh/h]	586	5	0	347	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.20
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.87
d_A, Approach Delay [s/veh]	0.00		0.00		10.20	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱						↰ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	22	425	5	8	202	19	0	0	0	7	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	425	5	8	202	19	0	0	0	7	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	106	1	2	51	5	0	0	0	2	0	1
Total Analysis Volume [veh/h]	22	425	5	8	202	19	0	0	0	7	0	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	7.72	0.00	0.00	8.22	0.00	0.00	0.00	0.00	0.00	14.57	15.33	9.59
Movement LOS	A	A	A	A	A	A				B	C	A
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.06	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.25	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	1.39	0.48	0.48
d_A, Approach Delay [s/veh]	0.38			0.29			0.00			12.50		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	0.56											
Intersection LOS	B											

APPENDIX D-X

CITY OF COSTA MESA/IRVINE EXISTING PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.778

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	187	1082	167	206	1755	112	49	325	66	319	259	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1082	167	206	1755	112	49	325	66	319	259	133
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	315	49	60	510	33	14	94	19	93	75	39
Total Analysis Volume [veh/h]	217	1258	194	240	2041	130	57	378	77	371	301	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.26	0.12	0.08	0.45	0.45	0.02	0.14	0.14	0.12	0.09	0.10
Intersection LOS	C											
Intersection V/C	0.778											

Intersection Level Of Service Report

Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	44	298	196	212	635	52	52	661	210	203	332	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	298	196	212	635	52	52	661	210	203	332	67
Peak Hour Factor	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	91	60	65	195	16	16	203	64	62	102	21
Total Analysis Volume [veh/h]	54	366	240	260	779	64	64	811	258	249	407	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.00	0.08	0.18	0.18	0.02	0.22	0.22	0.08	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.496											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.346

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↱			↰↑↱			↰↰↑↑↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	86	11	85	49	1138	28	52	516	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	86	11	85	49	1138	28	52	516	37
Peak Hour Factor	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	23	3	23	13	308	8	14	140	10
Total Analysis Volume [veh/h]	4	9	12	93	12	92	53	1233	30	56	559	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.06	0.01	0.06	0.02	0.26	0.02	0.02	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.346											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.325

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1045	30	55	518	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1045	30	55	518	47
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	18	0	10	9	275	8	14	136	12
Total Analysis Volume [veh/h]	11	0	12	72	0	39	37	1100	32	58	545	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.05	0.00	0.02	0.02	0.24	0.24	0.04	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.325											

Intersection Level Of Service Report

Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑⊢↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	137	532	137	255	1673	122	126	991	455	248	418	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	532	137	255	1673	122	126	991	455	248	418	137
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	150	39	72	473	34	36	280	129	70	118	39
Total Analysis Volume [veh/h]	155	601	155	288	1890	138	142	1120	514	280	472	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.13	0.10	0.09	0.39	0.09	0.04	0.26	0.26	0.09	0.10	0.10
Intersection LOS	C											
Intersection V/C	0.785											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.332

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	36	77	94	126	98	163	94	680	71	41	275	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	77	94	126	98	163	94	680	71	41	275	27
Peak Hour Factor	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	21	25	34	26	44	25	184	19	11	74	7
Total Analysis Volume [veh/h]	39	83	102	136	106	176	102	735	77	44	297	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.06	0.09	0.09	0.09	0.03	0.17	0.17	0.01	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.332											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	184	189	0	10	751	192	320	0	685	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	189	0	10	751	192	320	0	685	0	0	0
Peak Hour Factor	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	56	0	3	222	57	95	0	203	0	0	0
Total Analysis Volume [veh/h]	218	224	0	12	889	227	379	0	811	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.05	0.00	0.01	0.28	0.14	0.12	0.00	0.19	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.531											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.650

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↱			↰ ↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	164	562	365	68	316	109	140	1370	257	156	324	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	562	365	68	316	109	140	1370	257	156	324	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	141	91	17	79	27	35	343	64	39	81	19
Total Analysis Volume [veh/h]	164	562	365	68	316	109	140	1370	257	156	324	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.17	0.21	0.02	0.13	0.13	0.04	0.32	0.32	0.05	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.650											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.747

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	159	935	160	34	2064	115	21	94	181	255	182	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	935	160	34	2064	115	21	94	181	255	182	247
Peak Hour Factor	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	260	44	9	574	32	6	26	50	71	51	69
Total Analysis Volume [veh/h]	177	1040	178	38	2296	128	23	105	201	284	202	275
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.22	0.11	0.01	0.51	0.51	0.01	0.06	0.06	0.09	0.06	0.17
Intersection LOS	C											
Intersection V/C	0.747											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.385

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	97	411	12	12	929	40	62	33	188	0	5	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	411	12	12	929	40	62	33	188	0	5	2
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	113	3	3	255	11	17	9	52	0	1	1
Total Analysis Volume [veh/h]	107	452	13	13	1021	44	68	36	207	0	5	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.09	0.01	0.00	0.22	0.22	0.02	0.02	0.13	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.385											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	55	1159	725	132	2352	15	7	2	8	204	15	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	1159	725	132	2352	15	7	2	8	204	15	95
Peak Hour Factor	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410	0.9410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	308	193	35	625	4	2	1	2	54	4	25
Total Analysis Volume [veh/h]	58	1232	770	140	2499	16	7	2	9	217	16	101
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.19	0.00	0.04	0.39	0.01	0.00	0.00	0.01	0.05	0.01	0.06
Intersection LOS	A											
Intersection V/C	0.477											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.328

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↱			↰↰↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	18	484	179	107	1026	5	12	23	31	157	7	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	484	179	107	1026	5	12	23	31	157	7	55
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	128	47	28	270	1	3	6	8	41	2	14
Total Analysis Volume [veh/h]	19	510	189	113	1081	5	13	24	33	165	7	58
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.15	0.15	0.07	0.23	0.23	0.01	0.04	0.04	0.05	0.05	0.04
Intersection LOS	A											
Intersection V/C	0.328											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↑↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	41	763	80	327	1318	30	126	216	39	105	77	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	763	80	327	1318	30	126	216	39	105	77	156
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	208	22	89	359	8	34	59	11	29	21	43
Total Analysis Volume [veh/h]	45	832	87	357	1437	33	137	236	43	115	84	170
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.19	0.19	0.11	0.31	0.31	0.09	0.17	0.17	0.07	0.05	0.11
Intersection LOS	B											
Intersection V/C	0.615											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	226	1140	583	209	987	226	264	613	192	338	320	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	226	1140	583	209	987	226	264	613	192	338	320	109
Peak Hour Factor	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150	0.8150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	350	179	64	303	69	81	188	59	104	98	33
Total Analysis Volume [veh/h]	277	1399	715	256	1211	277	324	752	236	415	393	134
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.29	0.32	0.08	0.19	0.17	0.10	0.24	0.15	0.13	0.08	0.08
Intersection LOS	C											
Intersection V/C	0.762											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	80	103	35	128	235	397	486	980	231	30	455	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	103	35	128	235	397	486	980	231	30	455	98
Peak Hour Factor	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	29	10	36	66	111	136	274	65	8	127	27
Total Analysis Volume [veh/h]	90	115	39	143	263	445	544	1097	259	34	510	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.10	0.10	0.04	0.16	0.00	0.17	0.42	0.42	0.02	0.13	0.13
Intersection LOS	B											
Intersection V/C	0.666											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	35	353	203	489	811	198	265	772	63	206	368	276
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	353	203	489	811	198	265	772	63	206	368	276
Peak Hour Factor	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	99	57	137	228	56	74	217	18	58	103	77
Total Analysis Volume [veh/h]	39	396	228	549	910	222	297	866	71	231	413	310
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.08	0.07	0.17	0.19	0.05	0.09	0.29	0.29	0.07	0.13	0.19
Intersection LOS	B											
Intersection V/C	0.619											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.393

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	292	687	4	46	827	423	0	0	0	2	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	292	687	4	46	827	423	0	0	0	2	0	5
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	1.0000	1.0000	1.0000	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	190	1	13	228	117	0	0	0	1	0	1
Total Analysis Volume [veh/h]	322	758	4	51	913	467	0	0	0	2	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.16	0.16	0.03	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.393											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑ ↱			↰ ↑ ↑ ↑			↰ ↰↑ ↱			↰ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	598	51	41	798	0	320	58	551	59	0	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	598	51	41	798	0	320	58	551	59	0	67
Peak Hour Factor	1.0000	0.9800	0.9800	0.9800	0.9800	1.0000	0.9800	0.9800	0.9800	0.9800	1.0000	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	153	13	10	204	0	82	15	141	15	0	17
Total Analysis Volume [veh/h]	0	610	52	42	814	0	327	59	562	60	0	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.14	0.03	0.17	0.00	0.10	0.12	0.35	0.04	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.563											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	203	1824	400	145	1208	84	205	434	96	270	671	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	203	1824	400	145	1208	84	205	434	96	270	671	175
Peak Hour Factor	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	478	105	38	317	22	54	114	25	71	176	46
Total Analysis Volume [veh/h]	213	1914	420	152	1268	88	215	455	101	283	704	184
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.40	0.26	0.05	0.28	0.28	0.07	0.17	0.17	0.09	0.22	0.12
Intersection LOS	C											
Intersection V/C	0.733											

Intersection Level Of Service Report

Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑├			↰↰↑↑├			↰↰↑↑├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	229	1199	648	82	394	39	106	556	158	356	848	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	1199	648	82	394	39	106	556	158	356	848	245
Peak Hour Factor	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	310	168	21	102	10	27	144	41	92	219	63
Total Analysis Volume [veh/h]	237	1240	670	85	407	40	110	575	163	368	877	253
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.39	0.00	0.03	0.09	0.09	0.03	0.15	0.15	0.12	0.24	0.24
Intersection LOS	B											
Intersection V/C	0.684											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	49	23	110	177	1028	49	122	1272	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	49	23	110	177	1028	49	122	1272	130
Peak Hour Factor	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	39	13	6	30	48	281	13	33	348	36
Total Analysis Volume [veh/h]	56	70	157	54	25	120	194	1126	54	134	1393	142
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.03	0.02	0.08	0.06	0.23	0.03	0.04	0.32	0.32
Intersection LOS	A											
Intersection V/C	0.556											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	140	90	0	64	70	1074	50	100	1427	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	140	90	0	64	70	1074	50	100	1427	89
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	0	37	24	0	17	18	283	13	26	376	23
Total Analysis Volume [veh/h]	116	0	147	95	0	67	74	1131	53	105	1502	94
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.09	0.06	0.00	0.04	0.05	0.25	0.25	0.07	0.33	0.33
Intersection LOS	A											
Intersection V/C	0.530											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.718

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	700	1520	222	185	827	231	311	603	265	266	1056	314
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	700	1520	222	185	827	231	311	603	265	266	1056	314
Peak Hour Factor	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	177	385	56	47	210	59	79	153	67	67	268	80
Total Analysis Volume [veh/h]	710	1542	225	188	839	234	315	612	269	270	1071	318
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.32	0.14	0.06	0.17	0.15	0.10	0.14	0.14	0.08	0.22	0.20
Intersection LOS	C											
Intersection V/C	0.718											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.399

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑⮥			↰↰↑↑⮥			↰↰↑↑⮥		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	70	341	69	41	82	165	233	627	84	65	759	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	341	69	41	82	165	233	627	84	65	759	98
Peak Hour Factor	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	89	18	11	21	43	61	163	22	17	197	25
Total Analysis Volume [veh/h]	73	355	72	43	85	172	242	652	87	68	790	102
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.05	0.03	0.08	0.08	0.08	0.15	0.15	0.02	0.19	0.19
Intersection LOS	A											
Intersection V/C	0.399											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	751	1043	0	8	245	281	537	0	428	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	751	1043	0	8	245	281	537	0	428	0	0	0
Peak Hour Factor	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	208	289	0	2	68	78	149	0	118	0	0	0
Total Analysis Volume [veh/h]	832	1155	0	9	271	311	595	0	474	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.24	0.00	0.01	0.08	0.19	0.19	0.00	0.00	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.640											

Intersection Level Of Service Report

Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.816

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↱			↰↰↑↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	420	906	244	75	543	295	200	721	193	282	1628	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	420	906	244	75	543	295	200	721	193	282	1628	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	227	61	19	136	74	50	180	48	71	407	23
Total Analysis Volume [veh/h]	420	906	244	75	543	295	200	721	193	282	1628	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.27	0.14	0.02	0.25	0.25	0.06	0.18	0.18	0.08	0.34	0.34
Intersection LOS	D											
Intersection V/C	0.816											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.837

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	115	1893	255	84	1059	81	178	226	503	201	311	453
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	1893	255	84	1059	81	178	226	503	201	311	453
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	486	65	22	272	21	46	58	129	52	80	116
Total Analysis Volume [veh/h]	118	1944	262	86	1087	83	183	232	516	206	319	465
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.41	0.16	0.03	0.24	0.24	0.11	0.16	0.16	0.06	0.10	0.29
Intersection LOS	D											
Intersection V/C	0.837											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.561

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↱			↰↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	190	1515	46	57	754	163	282	117	305	56	51	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	1515	46	57	754	163	282	117	305	56	51	51
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	392	12	15	195	42	73	30	79	15	13	13
Total Analysis Volume [veh/h]	197	1570	48	59	781	169	292	121	316	58	53	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.33	0.03	0.02	0.20	0.20	0.09	0.08	0.20	0.02	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.561											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	364	2293	659	112	1752	72	80	21	137	703	48	201
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	364	2293	659	112	1752	72	80	21	137	703	48	201
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	597	172	29	456	19	21	5	36	183	13	52
Total Analysis Volume [veh/h]	379	2389	686	117	1825	75	83	22	143	732	50	209
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.37	0.00	0.04	0.29	0.05	0.05	0.01	0.09	0.15	0.03	0.13
Intersection LOS	B											
Intersection V/C	0.652											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	33	1570	233	142	1016	16	7	8	36	185	16	153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	1570	233	142	1016	16	7	8	36	185	16	153
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	411	61	37	266	4	2	2	9	48	4	40
Total Analysis Volume [veh/h]	35	1642	244	149	1063	17	7	8	38	194	17	160
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.39	0.39	0.09	0.23	0.23	0.00	0.03	0.03	0.06	0.07	0.10
Intersection LOS	B											
Intersection V/C	0.615											

Intersection Level Of Service Report

Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.835

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↰↑↑↱			↰↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	112	1235	104	242	1366	84	247	200	58	235	234	431
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	1235	104	242	1366	84	247	200	58	235	234	431
Peak Hour Factor	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	321	27	63	355	22	64	52	15	61	61	112
Total Analysis Volume [veh/h]	117	1285	108	252	1421	87	257	208	60	245	243	448
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.29	0.29	0.08	0.31	0.31	0.16	0.17	0.17	0.15	0.15	0.28
Intersection LOS	D											
Intersection V/C	0.835											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.702

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	319	1032	379	243	1101	342	296	498	193	667	990	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	319	1032	379	243	1101	342	296	498	193	667	990	165
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	267	98	63	285	89	77	129	50	173	256	43
Total Analysis Volume [veh/h]	331	1069	393	252	1141	354	307	516	200	691	1026	171
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.22	0.03	0.08	0.18	0.22	0.10	0.16	0.13	0.22	0.21	0.11
Intersection LOS	C											
Intersection V/C	0.702											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.729

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	224	191	22	160	209	694	389	619	136	12	1252	173
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	191	22	160	209	694	389	619	136	12	1252	173
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	51	6	42	55	184	103	164	36	3	331	46
Total Analysis Volume [veh/h]	237	202	23	169	221	734	412	655	144	13	1325	183
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.14	0.14	0.05	0.14	0.10	0.13	0.25	0.25	0.01	0.31	0.31
Intersection LOS	C											
Intersection V/C	0.729											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.747

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	184	786	219	475	671	464	280	449	81	208	929	434
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	786	219	475	671	464	280	449	81	208	929	434
Peak Hour Factor	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	213	59	129	182	126	76	121	22	56	251	117
Total Analysis Volume [veh/h]	199	851	237	514	726	502	303	486	88	225	1005	470
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.08	0.16	0.15	0.22	0.09	0.18	0.18	0.07	0.31	0.29
Intersection LOS	C											
Intersection V/C	0.747											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.498

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	664	1242	8	53	575	567	0	0	0	4	4	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	664	1242	8	53	575	567	0	0	0	4	4	12
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	1.0000	1.0000	1.0000	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	338	2	14	157	154	0	0	0	1	1	3
Total Analysis Volume [veh/h]	723	1353	9	58	626	618	0	0	0	4	4	13
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.28	0.28	0.04	0.26	0.26	0.00	0.00	0.00	0.00	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.498											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	1895	14	14	534	0	462	12	262	18	0	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1895	14	14	534	0	462	12	262	18	0	30
Peak Hour Factor	1.0000	0.9240	0.9240	0.9240	0.9240	1.0000	0.9240	0.9240	0.9240	0.9240	1.0000	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	513	4	4	144	0	125	3	71	5	0	8
Total Analysis Volume [veh/h]	0	2051	15	15	578	0	500	13	284	19	0	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.43	0.43	0.01	0.12	0.00	0.16	0.16	0.18	0.01	0.00	0.02
Intersection LOS	B											
Intersection V/C	0.637											

APPENDIX D-XI

CITY OF SANTA ANA EXISTING PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.787

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	64	363	74	99	554	121	157	1106	300	75	558	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	363	74	99	554	121	157	1106	300	75	558	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	91	19	25	139	30	39	277	75	19	140	15
Total Analysis Volume [veh/h]	64	363	74	99	554	121	157	1106	300	75	558	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.06	0.21	0.21	0.10	0.44	0.44	0.05	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.787											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	22	143	74	165	356	272	196	2147	81	55	986	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	143	74	165	356	272	196	2147	81	55	986	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	36	19	41	89	68	49	537	20	14	247	15
Total Analysis Volume [veh/h]	22	143	74	165	356	272	196	2147	81	55	986	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.10	0.20	0.20	0.12	0.46	0.46	0.03	0.22	0.22
Intersection LOS	C											
Intersection V/C	0.759											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	╋			╋			┓‖┣			┓‖┣		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	17	5	28	30	6	160	74	799	33	17	804	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	5	28	30	6	160	74	799	33	17	804	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	7	8	2	40	19	200	8	4	201	5
Total Analysis Volume [veh/h]	17	5	28	30	6	160	74	799	33	17	804	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.03	0.02	0.12	0.12	0.05	0.26	0.26	0.01	0.26	0.26
Intersection LOS	A											
Intersection V/C	0.458											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.909

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	121	850	81	67	382	107	160	795	84	76	1281	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	850	81	67	382	107	160	795	84	76	1281	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	213	20	17	96	27	40	199	21	19	320	21
Total Analysis Volume [veh/h]	121	850	81	67	382	107	160	795	84	76	1281	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.29	0.29	0.04	0.15	0.15	0.10	0.27	0.27	0.05	0.43	0.43
Intersection LOS	E											
Intersection V/C	0.909											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.941

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	134	640	75	86	207	208	210	1069	64	63	2138	179
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	640	75	86	207	208	210	1069	64	63	2138	179
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	160	19	22	52	52	53	267	16	16	535	45
Total Analysis Volume [veh/h]	134	640	75	86	207	208	210	1069	64	63	2138	179
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.22	0.22	0.05	0.13	0.13	0.13	0.24	0.24	0.04	0.48	0.48
Intersection LOS	E											
Intersection V/C	0.941											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	26	2	22	12	2	61	91	643	51	40	1021	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	2	22	12	2	61	91	643	51	40	1021	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	6	3	1	15	23	161	13	10	255	10
Total Analysis Volume [veh/h]	26	2	22	12	2	61	91	643	51	40	1021	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.03	0.01	0.05	0.05	0.06	0.22	0.22	0.03	0.33	0.33
Intersection LOS	A											
Intersection V/C	0.471											

APPENDIX D-XII

CITY OF SANTA ANA YEAR 2030 CUMULATIVE TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.876

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	118	1196	154	225	2256	160	86	495	187	218	536	207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	1196	154	225	2256	160	86	495	187	218	536	207
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	299	39	56	564	40	22	124	47	55	134	52
Total Analysis Volume [veh/h]	118	1196	154	225	2256	160	86	495	187	218	536	207
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.28	0.28	0.14	0.50	0.50	0.05	0.15	0.12	0.14	0.23	0.23
Intersection LOS	D											
Intersection V/C	0.876											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	262	214	976	342	265	766
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	262	214	976	342	265	766
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	54	244	86	66	192
Total Analysis Volume [veh/h]	262	214	976	342	265	766
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.13	0.29	0.21	0.17	0.23
Intersection LOS	B					
Intersection V/C	0.635					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.877

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	72	841	149	312	1141	134	210	1000	93	134	616	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	841	149	312	1141	134	210	1000	93	134	616	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	210	37	78	285	34	53	250	23	34	154	20
Total Analysis Volume [veh/h]	72	841	149	312	1141	134	210	1000	93	134	616	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.21	0.21	0.20	0.27	0.27	0.13	0.34	0.34	0.08	0.22	0.22
Intersection LOS	D											
Intersection V/C	0.877											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.838

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	69	373	80	107	598	131	170	1168	324	81	608	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	373	80	107	598	131	170	1168	324	81	608	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	93	20	27	150	33	43	292	81	20	152	17
Total Analysis Volume [veh/h]	69	373	80	107	598	131	170	1168	324	81	608	66
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.07	0.23	0.23	0.11	0.47	0.47	0.05	0.21	0.21
Intersection LOS	D											
Intersection V/C	0.838											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.806

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	121	526	226	262	1187	113	111	1049	284	162	548	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	526	226	262	1187	113	111	1049	284	162	548	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	132	57	66	297	28	28	262	71	41	137	29
Total Analysis Volume [veh/h]	121	526	226	262	1187	113	111	1049	284	162	548	114
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.15	0.14	0.16	0.27	0.27	0.07	0.31	0.18	0.10	0.16	0.07
Intersection LOS	D											
Intersection V/C	0.806											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.777

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	271	896	98	337	1746	189	139	1120	165	257	558	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	271	896	98	337	1746	189	139	1120	165	257	558	166
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	224	25	84	437	47	35	280	41	64	140	42
Total Analysis Volume [veh/h]	271	896	98	337	1746	189	139	1120	165	257	558	166
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.21	0.21	0.11	0.34	0.12	0.04	0.22	0.10	0.08	0.11	0.10
Intersection LOS	C											
Intersection V/C	0.777											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.803

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	89	306	130	217	825	327	106	1826	124	77	1321	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	306	130	217	825	327	106	1826	124	77	1321	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	77	33	54	206	82	27	457	31	19	330	27
Total Analysis Volume [veh/h]	89	306	130	217	825	327	106	1826	124	77	1321	109
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.09	0.08	0.14	0.24	0.20	0.07	0.41	0.41	0.05	0.30	0.30
Intersection LOS	D											
Intersection V/C	0.803											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.558

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	82	9	38	80	25	68	19	1645	116	51	1570	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	9	38	80	25	68	19	1645	116	51	1570	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	2	10	20	6	17	5	411	29	13	393	6
Total Analysis Volume [veh/h]	82	9	38	80	25	68	19	1645	116	51	1570	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.02	0.05	0.06	0.06	0.01	0.37	0.37	0.03	0.33	0.33
Intersection LOS	A											
Intersection V/C	0.558											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.811

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	101	564	131	359	1586	163	212	1529	311	208	1024	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	564	131	359	1586	163	212	1529	311	208	1024	148
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	141	33	90	397	41	53	382	78	52	256	37
Total Analysis Volume [veh/h]	101	564	131	359	1586	163	212	1529	311	208	1024	148
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.08	0.11	0.36	0.36	0.07	0.30	0.19	0.07	0.20	0.09
Intersection LOS	D											
Intersection V/C	0.811											

Intersection Level Of Service Report

Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	24	168	80	178	393	288	180	2062	87	59	1023	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	168	80	178	393	288	180	2062	87	59	1023	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	42	20	45	98	72	45	516	22	15	256	16
Total Analysis Volume [veh/h]	24	168	80	178	393	288	180	2062	87	59	1023	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.08	0.11	0.21	0.21	0.11	0.45	0.45	0.04	0.23	0.23
Intersection LOS	C											
Intersection V/C	0.762											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	59	353	306	703	936	210	261	1532	275	170	506	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	353	306	703	936	210	261	1532	275	170	506	238
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	88	77	176	234	53	65	383	69	43	127	60
Total Analysis Volume [veh/h]	59	353	306	703	936	210	261	1532	275	170	506	238
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.07	0.19	0.22	0.18	0.13	0.08	0.30	0.17	0.05	0.10	0.15
Intersection LOS	D											
Intersection V/C	0.814											

Intersection Level Of Service Report

Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↰ ↑ ↑		↰ ↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	66	38	66	84	40	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	38	66	84	40	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	10	17	21	10	11
Total Analysis Volume [veh/h]	66	38	66	84	40	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.06	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.54	0.00	10.66	8.74
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.14	0.00	0.19	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.48	0.00	4.70	3.27
d_A, Approach Delay [s/veh]	0.00		3.32		9.68	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.84					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↑ ↱			↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	91	812	39	87	1985	129	72	6	122	51	18	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	812	39	87	1985	129	72	6	122	51	18	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	203	10	22	496	32	18	2	31	13	5	4
Total Analysis Volume [veh/h]	91	812	39	87	1985	129	72	6	122	51	18	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.16	0.02	0.03	0.39	0.08	0.05	0.05	0.08	0.03	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.576											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.798

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	205	1194	194	224	1948	156	60	362	71	354	335	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	205	1194	194	224	1948	156	60	362	71	354	335	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	299	49	56	487	39	15	91	18	89	84	36
Total Analysis Volume [veh/h]	205	1194	194	224	1948	156	60	362	71	354	335	144
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.23	0.12	0.07	0.44	0.44	0.02	0.14	0.14	0.11	0.10	0.09
Intersection LOS	C											
Intersection V/C	0.798											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑⊢			↰↰↑↑⊢			↰↰↑↑⊢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	48	322	190	229	686	56	56	741	227	157	423	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	322	190	229	686	56	56	741	227	157	423	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	81	48	57	172	14	14	185	57	39	106	18
Total Analysis Volume [veh/h]	48	322	190	229	686	56	56	741	227	157	423	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.09	0.00	0.07	0.15	0.15	0.02	0.20	0.20	0.05	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.470											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.354

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	9	12	69	12	75	44	1242	30	12	575	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	9	12	69	12	75	44	1242	30	12	575	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	17	3	19	11	311	8	3	144	8
Total Analysis Volume [veh/h]	4	9	12	69	12	75	44	1242	30	12	575	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.01	0.05	0.01	0.24	0.02	0.00	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.354											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	17.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.163

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↱			↱↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	0	0	12	0	0	14	43	1095	23	56	594	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	0	0	14	43	1095	23	56	594	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	0	0	4	11	274	6	14	149	1
Total Analysis Volume [veh/h]	0	0	12	0	0	14	43	1095	23	56	594	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.02	0.07	0.01	0.00	0.16	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	14.17	0.00	0.00	11.13	11.37	0.00	0.00	17.53	0.00	0.00
Movement LOS			B			B	B	A	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.09	0.00	0.00	0.04	0.23	0.00	0.00	0.58	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.29	0.00	0.00	0.89	5.69	0.00	0.00	14.40	0.00	0.00
d_A, Approach Delay [s/veh]	14.17			11.13			0.42			1.50		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.98											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	104	546	150	270	1550	113	124	1038	418	274	490	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	546	150	270	1550	113	124	1038	418	274	490	181
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	137	38	68	388	28	31	260	105	69	123	45
Total Analysis Volume [veh/h]	104	546	150	270	1550	113	124	1038	418	274	490	181
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.09	0.08	0.30	0.07	0.04	0.23	0.23	0.09	0.10	0.11
Intersection LOS	B											
Intersection V/C	0.700											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.384

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	39	91	102	137	108	178	103	718	77	62	402	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	91	102	137	108	178	103	718	77	62	402	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	23	26	34	27	45	26	180	19	16	101	8
Total Analysis Volume [veh/h]	39	91	102	137	108	178	103	718	77	62	402	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.06	0.09	0.09	0.09	0.03	0.17	0.17	0.02	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.384											

Intersection Level Of Service Report

Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.515

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	255	205	0	11	815	227	377	0	721	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	205	0	11	815	227	377	0	721	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	51	0	3	204	57	94	0	180	0	0	0
Total Analysis Volume [veh/h]	255	205	0	11	815	227	377	0	721	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.04	0.00	0.01	0.24	0.14	0.12	0.00	0.15	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.515											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	141.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.113

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	┼			┼			┐┃├			┐┃├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	18	5	30	32	6	173	80	869	36	18	869	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	5	30	32	6	173	80	869	36	18	869	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	8	8	2	43	20	217	9	5	217	5
Total Analysis Volume [veh/h]	18	5	30	32	6	173	80	869	36	18	869	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.41	0.09	0.05	0.51	0.11	0.31	0.11	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	125.73	111.24	50.73	130.84	140.96	79.65	10.32	0.00	0.00	9.94	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.53	2.53	2.53	8.01	8.01	8.01	0.35	0.00	0.00	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	63.29	63.29	63.29	200.17	200.17	200.17	8.82	0.00	0.00	1.85	0.00	0.00
d_A, Approach Delay [s/veh]	81.91			89.15			0.84			0.20		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	11.20											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.032

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	457	2011	220	158	1157	141	158	710	179	91	815	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	457	2011	220	158	1157	141	158	710	179	91	815	208
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	503	55	40	289	35	40	178	45	23	204	52
Total Analysis Volume [veh/h]	457	2011	220	158	1157	141	158	710	179	91	815	208
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.46	0.46	0.10	0.27	0.27	0.10	0.21	0.11	0.06	0.32	0.32
Intersection LOS	F											
Intersection V/C	1.032											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.653

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	734	278	772	151	174	1278
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	734	278	772	151	174	1278
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	184	70	193	38	44	320
Total Analysis Volume [veh/h]	734	278	772	151	174	1278
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.17	0.23	0.09	0.11	0.38
Intersection LOS	B					
Intersection V/C	0.653					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.007

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	195	1506	254	102	992	195	222	791	64	131	1178	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	1506	254	102	992	195	222	791	64	131	1178	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	377	64	26	248	49	56	198	16	33	295	16
Total Analysis Volume [veh/h]	195	1506	254	102	992	195	222	791	64	131	1178	62
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.37	0.37	0.06	0.25	0.25	0.14	0.27	0.27	0.08	0.39	0.39
Intersection LOS	F											
Intersection V/C	1.007											

Intersection Level Of Service Report

Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.981

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	131	932	87	72	420	116	173	869	91	82	1382	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	932	87	72	420	116	173	869	91	82	1382	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	233	22	18	105	29	43	217	23	21	346	22
Total Analysis Volume [veh/h]	131	932	87	72	420	116	173	869	91	82	1382	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.32	0.32	0.05	0.17	0.17	0.11	0.30	0.30	0.05	0.46	0.46
Intersection LOS	E											
Intersection V/C	0.981											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.007

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	277	1445	430	157	594	129	91	714	116	135	1283	253
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	277	1445	430	157	594	129	91	714	116	135	1283	253
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	361	108	39	149	32	23	179	29	34	321	63
Total Analysis Volume [veh/h]	277	1445	430	157	594	129	91	714	116	135	1283	253
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.43	0.27	0.10	0.15	0.15	0.06	0.21	0.07	0.08	0.38	0.16
Intersection LOS	F											
Intersection V/C	1.007											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.916

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	266	1877	100	199	1103	98	306	827	269	196	1512	262
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	266	1877	100	199	1103	98	306	827	269	196	1512	262
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	469	25	50	276	25	77	207	67	49	378	66
Total Analysis Volume [veh/h]	266	1877	100	199	1103	98	306	827	269	196	1512	262
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.41	0.41	0.06	0.22	0.06	0.10	0.16	0.17	0.06	0.30	0.16
Intersection LOS	E											
Intersection V/C	0.916											

Intersection Level Of Service Report

Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.948

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	218	1050	274	122	296	90	106	1036	103	102	1851	291
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	1050	274	122	296	90	106	1036	103	102	1851	291
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	263	69	31	74	23	27	259	26	26	463	73
Total Analysis Volume [veh/h]	218	1050	274	122	296	90	106	1036	103	102	1851	291
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.31	0.17	0.08	0.09	0.06	0.07	0.24	0.24	0.06	0.45	0.45
Intersection LOS	E											
Intersection V/C	0.948											

Intersection Level Of Service Report

Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	298	57	158	31	19	43	39	1389	156	105	1736	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	298	57	158	31	19	43	39	1389	156	105	1736	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	14	40	8	5	11	10	347	39	26	434	13
Total Analysis Volume [veh/h]	298	57	158	31	19	43	39	1389	156	105	1736	51
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.03	0.10	0.02	0.04	0.04	0.02	0.32	0.32	0.07	0.37	0.37
Intersection LOS	B											
Intersection V/C	0.672											

Intersection Level Of Service Report

Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.898

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	378	1619	284	247	962	141	391	898	197	289	1687	319
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	378	1619	284	247	962	141	391	898	197	289	1687	319
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	405	71	62	241	35	98	225	49	72	422	80
Total Analysis Volume [veh/h]	378	1619	284	247	962	141	391	898	197	289	1687	319
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.32	0.18	0.08	0.23	0.23	0.12	0.18	0.12	0.09	0.33	0.20
Intersection LOS	D											
Intersection V/C	0.898											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.998

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	145	724	81	93	259	215	228	1114	69	68	2185	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	724	81	93	259	215	228	1114	69	68	2185	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	181	20	23	65	54	57	279	17	17	546	48
Total Analysis Volume [veh/h]	145	724	81	93	259	215	228	1114	69	68	2185	193
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.25	0.25	0.06	0.15	0.15	0.14	0.25	0.25	0.04	0.50	0.50
Intersection LOS	E											
Intersection V/C	0.998											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.846

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	532	1310	366	310	439	303	325	699	65	236	1728	499
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	532	1310	366	310	439	303	325	699	65	236	1728	499
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	133	328	92	78	110	76	81	175	16	59	432	125
Total Analysis Volume [veh/h]	532	1310	366	310	439	303	325	699	65	236	1728	499
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.26	0.23	0.10	0.09	0.19	0.10	0.14	0.04	0.07	0.34	0.31
Intersection LOS	D											
Intersection V/C	0.846											

Intersection Level Of Service Report

Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.230

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	257	86	76	107	107	160
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	257	86	76	107	107	160
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	22	19	27	27	40
Total Analysis Volume [veh/h]	257	86	76	107	107	160
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.06	0.00	0.23	0.19
d_M, Delay for Movement [s/veh]	0.00	0.00	8.17	0.00	15.04	10.27
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.20	0.00	0.88	0.70
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.01	0.00	21.98	17.44
d_A, Approach Delay [s/veh]	0.00		3.39		12.18	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.88					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	239	2140	87	220	1258	149	205	36	150	113	75	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	239	2140	87	220	1258	149	205	36	150	113	75	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	535	22	55	315	37	51	9	38	28	19	31
Total Analysis Volume [veh/h]	239	2140	87	220	1258	149	205	36	150	113	75	125
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.42	0.05	0.07	0.25	0.09	0.13	0.15	0.09	0.07	0.13	0.13
Intersection LOS	C											
Intersection V/C	0.791											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	222	2009	445	159	1343	100	254	532	104	316	752	189
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	2009	445	159	1343	100	254	532	104	316	752	189
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	502	111	40	336	25	64	133	26	79	188	47
Total Analysis Volume [veh/h]	222	2009	445	159	1343	100	254	532	104	316	752	189
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.39	0.28	0.05	0.30	0.30	0.08	0.20	0.20	0.10	0.22	0.12
Intersection LOS	C											
Intersection V/C	0.794											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	247	1295	667	89	426	42	114	678	171	372	968	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	247	1295	667	89	426	42	114	678	171	372	968	265
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	324	167	22	107	11	29	170	43	93	242	66
Total Analysis Volume [veh/h]	247	1295	667	89	426	42	114	678	171	372	968	265
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.38	0.00	0.03	0.10	0.10	0.04	0.18	0.18	0.12	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.752											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	55	69	154	41	25	135	177	1169	53	106	1400	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	69	154	41	25	135	177	1169	53	106	1400	123
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	17	39	10	6	34	44	292	13	27	350	31
Total Analysis Volume [veh/h]	55	69	154	41	25	135	177	1169	53	106	1400	123
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.14	0.14	0.03	0.01	0.08	0.06	0.23	0.03	0.03	0.32	0.32
Intersection LOS	A											
Intersection V/C	0.588											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	53.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	0	0	140	0	0	124	135	1227	53	95	1553	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	140	0	0	124	135	1227	53	95	1553	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	35	0	0	31	34	307	13	24	388	10
Total Analysis Volume [veh/h]	0	0	140	0	0	124	135	1227	53	95	1553	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.39	0.00	0.00	0.44	0.67	0.01	0.00	0.33	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	21.34	0.00	0.00	21.22	53.41	0.00	0.00	23.72	0.00	0.00
Movement LOS			C			C	F	A	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.80	0.00	0.00	0.82	4.11	0.00	0.00	1.41	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	45.10	0.00	0.00	20.40	102.64	0.00	0.00	35.22	0.00	0.00
d_A, Approach Delay [s/veh]	21.34			21.22			5.10			1.34		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	4.48											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.782

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	716	1557	246	225	895	234	320	678	254	291	1118	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	716	1557	246	225	895	234	320	678	254	291	1118	372
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	179	389	62	56	224	59	80	170	64	73	280	93
Total Analysis Volume [veh/h]	716	1557	246	225	895	234	320	678	254	291	1118	372
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.31	0.15	0.07	0.18	0.15	0.10	0.15	0.15	0.09	0.22	0.23
Intersection LOS	C											
Intersection V/C	0.782											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	76	373	75	47	97	184	258	775	91	82	886	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	373	75	47	97	184	258	775	91	82	886	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	93	19	12	24	46	65	194	23	21	222	27
Total Analysis Volume [veh/h]	76	373	75	47	97	184	258	775	91	82	886	108
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.05	0.03	0.09	0.09	0.08	0.18	0.18	0.03	0.21	0.21
Intersection LOS	A											
Intersection V/C	0.477											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.730

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↑↱↱			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	831	1130	0	9	267	358	628	0	519	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	831	1130	0	9	267	358	628	0	519	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	208	283	0	2	67	90	157	0	130	0	0	0
Total Analysis Volume [veh/h]	831	1130	0	9	267	358	628	0	519	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.24	0.00	0.01	0.08	0.22	0.20	0.00	0.00	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.730											

Intersection Level Of Service Report

Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	163.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	╋			╋			┐║├			┐║├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	28	2	24	13	2	66	98	701	55	43	1108	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	2	24	13	2	66	98	701	55	43	1108	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	6	3	1	17	25	175	14	11	277	10
Total Analysis Volume [veh/h]	28	2	24	13	2	66	98	701	55	43	1108	41
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.57	0.05	0.04	0.33	0.05	0.14	0.16	0.01	0.00	0.05	0.01	0.00
d_M, Delay for Movement [s/veh]	140.16	163.25	72.60	120.65	126.21	36.55	12.11	0.00	0.00	9.46	0.00	0.00
Movement LOS	F	F	F	F	F	E	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.10	3.10	3.10	2.61	2.61	2.61	0.58	0.00	0.00	0.16	0.00	0.00
95th-Percentile Queue Length [ft/ln]	77.51	77.51	77.51	65.31	65.31	65.31	14.40	0.00	0.00	3.99	0.00	0.00
d_A, Approach Delay [s/veh]	110.99			52.26			1.39			0.34		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	5.42											
Intersection LOS	F											

APPENDIX D-XIII

CITY OF COSTA MESA/IRVINE YEAR 2030
CUMULATIVE TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.748

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑→			↰ ↰ ↑ ↑→			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	205	1194	194	224	1948	156	60	362	71	354	335	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	205	1194	194	224	1948	156	60	362	71	354	335	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	299	49	56	487	39	15	91	18	89	84	36
Total Analysis Volume [veh/h]	205	1194	194	224	1948	156	60	362	71	354	335	144
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.25	0.12	0.07	0.44	0.44	0.02	0.14	0.14	0.11	0.10	0.09
Intersection LOS	C											
Intersection V/C	0.748											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.423

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	48	322	190	229	686	56	56	741	227	157	423	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	322	190	229	686	56	56	741	227	157	423	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	81	48	57	172	14	14	185	57	39	106	18
Total Analysis Volume [veh/h]	48	322	190	229	686	56	56	741	227	157	423	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.10	0.00	0.07	0.15	0.15	0.02	0.20	0.20	0.05	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.423											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.319

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	9	12	69	12	75	44	1242	30	12	575	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	9	12	69	12	75	44	1242	30	12	575	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	17	3	19	11	311	8	3	144	8
Total Analysis Volume [veh/h]	4	9	12	69	12	75	44	1242	30	12	575	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.01	0.05	0.01	0.26	0.02	0.00	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.319											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	104	546	150	270	1550	113	124	1038	418	274	490	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	546	150	270	1550	113	124	1038	418	274	490	181
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	137	38	68	388	28	31	260	105	69	123	45
Total Analysis Volume [veh/h]	104	546	150	270	1550	113	124	1038	418	274	490	181
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.09	0.08	0.32	0.07	0.04	0.23	0.23	0.09	0.10	0.11
Intersection LOS	B											
Intersection V/C	0.669											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.334

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	39	91	102	137	108	178	103	718	77	62	402	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	91	102	137	108	178	103	718	77	62	402	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	23	26	34	27	45	26	180	19	16	101	8
Total Analysis Volume [veh/h]	39	91	102	137	108	178	103	718	77	62	402	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.06	0.09	0.09	0.09	0.03	0.17	0.17	0.02	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.334											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.480

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↱↱			✢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	255	205	0	11	815	227	377	0	721	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	205	0	11	815	227	377	0	721	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	51	0	3	204	57	94	0	180	0	0	0
Total Analysis Volume [veh/h]	255	205	0	11	815	227	377	0	721	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.04	0.00	0.01	0.25	0.14	0.12	0.00	0.15	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.480											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑⊢			↰↰↑↑⊢			↰↰↑↑⊢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	177	613	398	73	343	118	151	1465	278	170	407	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	177	613	398	73	343	118	151	1465	278	170	407	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	153	100	18	86	30	38	366	70	43	102	20
Total Analysis Volume [veh/h]	177	613	398	73	343	118	151	1465	278	170	407	80
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.18	0.23	0.02	0.14	0.14	0.04	0.34	0.34	0.05	0.10	0.10
Intersection LOS	B											
Intersection V/C	0.697											

Intersection Level Of Service Report

Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑┣			↰↑┣↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	213	1020	171	38	2250	161	52	111	210	266	226	268
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	213	1020	171	38	2250	161	52	111	210	266	226	268
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	255	43	10	563	40	13	28	53	67	57	67
Total Analysis Volume [veh/h]	213	1020	171	38	2250	161	52	111	210	266	226	268
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.21	0.11	0.01	0.50	0.50	0.03	0.07	0.07	0.08	0.07	0.17
Intersection LOS	C											
Intersection V/C	0.769											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.371

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	111	422	36	13	949	33	65	36	208	4	5	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	111	422	36	13	949	33	65	36	208	4	5	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	106	9	3	237	8	16	9	52	1	1	1
Total Analysis Volume [veh/h]	111	422	36	13	949	33	65	36	208	4	5	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.09	0.02	0.00	0.20	0.20	0.02	0.02	0.13	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.371											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↑↱			↰↰↑↑↑↑↱			↰↑↱			↰↰↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	59	1158	857	161	2223	16	8	2	9	336	16	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	1158	857	161	2223	16	8	2	9	336	16	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	290	214	40	556	4	2	1	2	84	4	32
Total Analysis Volume [veh/h]	59	1158	857	161	2223	16	8	2	9	336	16	126
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.18	0.00	0.05	0.35	0.01	0.01	0.00	0.01	0.07	0.01	0.08
Intersection LOS	A											
Intersection V/C	0.450											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.326

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	19	530	193	116	1063	5	13	25	33	170	8	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	530	193	116	1063	5	13	25	33	170	8	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	133	48	29	266	1	3	6	8	43	2	15
Total Analysis Volume [veh/h]	19	530	193	116	1063	5	13	25	33	170	8	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.15	0.15	0.07	0.22	0.22	0.01	0.04	0.04	0.05	0.06	0.04
Intersection LOS	A											
Intersection V/C	0.326											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↱			↰ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	44	838	86	353	1406	32	136	233	42	113	83	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	838	86	353	1406	32	136	233	42	113	83	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	210	22	88	352	8	34	58	11	28	21	42
Total Analysis Volume [veh/h]	44	838	86	353	1406	32	136	233	42	113	83	168
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.19	0.19	0.11	0.30	0.30	0.09	0.17	0.17	0.07	0.05	0.11
Intersection LOS	B											
Intersection V/C	0.604											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	244	1269	632	229	1067	244	285	663	207	364	348	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	244	1269	632	229	1067	244	285	663	207	364	348	127
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	317	158	57	267	61	71	166	52	91	87	32
Total Analysis Volume [veh/h]	244	1269	632	229	1067	244	285	663	207	364	348	127
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.26	0.28	0.07	0.17	0.15	0.09	0.21	0.13	0.11	0.07	0.08
Intersection LOS	B											
Intersection V/C	0.674											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	91	140	38	140	263	421	529	1072	255	32	501	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	140	38	140	263	421	529	1072	255	32	501	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	35	10	35	66	105	132	268	64	8	125	28
Total Analysis Volume [veh/h]	91	140	38	140	263	421	529	1072	255	32	501	111
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.11	0.11	0.04	0.16	0.00	0.17	0.41	0.41	0.02	0.13	0.13
Intersection LOS	B											
Intersection V/C	0.656											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	41	381	219	528	853	219	300	845	76	222	401	298
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	381	219	528	853	219	300	845	76	222	401	298
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	95	55	132	213	55	75	211	19	56	100	75
Total Analysis Volume [veh/h]	41	381	219	528	853	219	300	845	76	222	401	298
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.08	0.07	0.17	0.18	0.04	0.09	0.29	0.29	0.07	0.13	0.19
Intersection LOS	B											
Intersection V/C	0.602											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.381

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	315	744	4	50	913	421	0	0	0	2	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	315	744	4	50	913	421	0	0	0	2	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	186	1	13	228	105	0	0	0	1	0	1
Total Analysis Volume [veh/h]	315	744	4	50	913	421	0	0	0	2	0	5
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.16	0.16	0.03	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.381											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑ ↱			↰ ↑ ↑ ↑			↰ ↰↑ ↱			↰ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	658	55	44	882	0	336	63	595	64	0	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	658	55	44	882	0	336	63	595	64	0	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	165	14	11	221	0	84	16	149	16	0	18
Total Analysis Volume [veh/h]	0	658	55	44	882	0	336	63	595	64	0	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.15	0.03	0.18	0.00	0.11	0.12	0.37	0.04	0.00	0.05
Intersection LOS	B											
Intersection V/C	0.601											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	222	2009	445	159	1343	100	254	532	104	316	752	189
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	2009	445	159	1343	100	254	532	104	316	752	189
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	502	111	40	336	25	64	133	26	79	188	47
Total Analysis Volume [veh/h]	222	2009	445	159	1343	100	254	532	104	316	752	189
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.42	0.28	0.05	0.30	0.30	0.08	0.20	0.20	0.10	0.24	0.12
Intersection LOS	C											
Intersection V/C	0.783											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.726

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	247	1295	667	89	426	42	114	678	171	372	968	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	247	1295	667	89	426	42	114	678	171	372	968	265
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	324	167	22	107	11	29	170	43	93	242	66
Total Analysis Volume [veh/h]	247	1295	667	89	426	42	114	678	171	372	968	265
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.40	0.00	0.03	0.10	0.10	0.04	0.18	0.18	0.12	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.726											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰↰ ↑↑↑ ↱			↰↰ ↑↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	55	69	154	41	25	135	177	1169	53	106	1400	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	69	154	41	25	135	177	1169	53	106	1400	123
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	17	39	10	6	34	44	292	13	27	350	31
Total Analysis Volume [veh/h]	55	69	154	41	25	135	177	1169	53	106	1400	123
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.14	0.14	0.03	0.02	0.08	0.06	0.24	0.03	0.03	0.32	0.32
Intersection LOS	A											
Intersection V/C	0.538											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.743

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	716	1557	246	225	895	234	320	678	254	291	1118	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	716	1557	246	225	895	234	320	678	254	291	1118	372
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	179	389	62	56	224	59	80	170	64	73	280	93
Total Analysis Volume [veh/h]	716	1557	246	225	895	234	320	678	254	291	1118	372
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.32	0.15	0.07	0.19	0.15	0.10	0.15	0.15	0.09	0.23	0.23
Intersection LOS	C											
Intersection V/C	0.743											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	76	373	75	47	97	184	258	775	91	82	886	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	373	75	47	97	184	258	775	91	82	886	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	93	19	12	24	46	65	194	23	21	222	27
Total Analysis Volume [veh/h]	76	373	75	47	97	184	258	775	91	82	886	108
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.05	0.03	0.09	0.09	0.08	0.18	0.18	0.03	0.21	0.21
Intersection LOS	A											
Intersection V/C	0.434											

Intersection Level Of Service Report

Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.680

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↱↱			✢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	831	1130	0	9	267	358	628	0	519	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	831	1130	0	9	267	358	628	0	519	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	208	283	0	2	67	90	157	0	130	0	0	0
Total Analysis Volume [veh/h]	831	1130	0	9	267	358	628	0	519	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.24	0.00	0.01	0.08	0.22	0.20	0.00	0.00	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.680											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: D
Volume to Capacity (v/c): 0.883

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	454	979	265	81	592	319	216	837	208	308	1782	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	454	979	265	81	592	319	216	837	208	308	1782	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	245	66	20	148	80	54	209	52	77	446	24
Total Analysis Volume [veh/h]	454	979	265	81	592	319	216	837	208	308	1782	97
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.29	0.16	0.02	0.27	0.27	0.06	0.20	0.20	0.09	0.37	0.37
Intersection LOS	D											
Intersection V/C	0.883											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.904

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	148	2067	274	92	1153	138	222	271	580	218	348	490
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	2067	274	92	1153	138	222	271	580	218	348	490
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	517	69	23	288	35	56	68	145	55	87	123
Total Analysis Volume [veh/h]	148	2067	274	92	1153	138	222	271	580	218	348	490
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.43	0.17	0.03	0.27	0.27	0.14	0.18	0.18	0.07	0.11	0.31
Intersection LOS	E											
Intersection V/C	0.904											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	213	1607	54	62	799	177	303	126	334	82	55	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	213	1607	54	62	799	177	303	126	334	82	55	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	402	14	16	200	44	76	32	84	21	14	14
Total Analysis Volume [veh/h]	213	1607	54	62	799	177	303	126	334	82	55	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.33	0.03	0.02	0.20	0.20	0.09	0.08	0.21	0.03	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.589											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.708

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↑↱			↰↰↑↑↑↑↱			↰↑↱			↰↰↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	393	2293	956	189	1813	78	86	23	148	949	52	281
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	393	2293	956	189	1813	78	86	23	148	949	52	281
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	98	573	239	47	453	20	22	6	37	237	13	70
Total Analysis Volume [veh/h]	393	2293	956	189	1813	78	86	23	148	949	52	281
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.36	0.00	0.06	0.28	0.05	0.05	0.01	0.09	0.20	0.03	0.18
Intersection LOS	C											
Intersection V/C	0.708											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑↱			↰ ↰↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	36	1678	252	153	1109	17	8	9	39	200	17	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	1678	252	153	1109	17	8	9	39	200	17	165
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	420	63	38	277	4	2	2	10	50	4	41
Total Analysis Volume [veh/h]	36	1678	252	153	1109	17	8	9	39	200	17	165
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.40	0.40	0.10	0.23	0.23	0.01	0.03	0.03	0.06	0.07	0.10
Intersection LOS	B											
Intersection V/C	0.631											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.874

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↰↑↑↱			↰↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	121	1354	112	261	1509	91	267	216	63	254	253	465
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	1354	112	261	1509	91	267	216	63	254	253	465
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	339	28	65	377	23	67	54	16	64	63	116
Total Analysis Volume [veh/h]	121	1354	112	261	1509	91	267	216	63	254	253	465
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.31	0.31	0.08	0.33	0.33	0.17	0.17	0.17	0.16	0.16	0.29
Intersection LOS	D											
Intersection V/C	0.874											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	345	1133	416	272	1225	369	320	540	208	727	1070	182
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	345	1133	416	272	1225	369	320	540	208	727	1070	182
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	283	104	68	306	92	80	135	52	182	268	46
Total Analysis Volume [veh/h]	345	1133	416	272	1225	369	320	540	208	727	1070	182
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.24	0.03	0.09	0.19	0.23	0.10	0.17	0.13	0.23	0.22	0.11
Intersection LOS	C											
Intersection V/C	0.734											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.771

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰↰↑↱↱			↰↰↑↑↱			↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	251	218	24	177	253	758	423	682	152	13	1366	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	251	218	24	177	253	758	423	682	152	13	1366	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	55	6	44	63	190	106	171	38	3	342	47
Total Analysis Volume [veh/h]	251	218	24	177	253	758	423	682	152	13	1366	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.15	0.15	0.06	0.16	0.10	0.13	0.26	0.26	0.01	0.32	0.32
Intersection LOS	C											
Intersection V/C	0.771											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	206	864	237	513	745	515	307	487	88	225	1013	469
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	206	864	237	513	745	515	307	487	88	225	1013	469
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	216	59	128	186	129	77	122	22	56	253	117
Total Analysis Volume [veh/h]	206	864	237	513	745	515	307	487	88	225	1013	469
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.08	0.16	0.16	0.23	0.10	0.18	0.18	0.07	0.32	0.29
Intersection LOS	C											
Intersection V/C	0.753											

Intersection Level Of Service Report

Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	717	1362	9	57	650	602	0	0	0	4	4	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	717	1362	9	57	650	602	0	0	0	4	4	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	179	341	2	14	163	151	0	0	0	1	1	3
Total Analysis Volume [veh/h]	717	1362	9	57	650	602	0	0	0	4	4	13
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.29	0.29	0.04	0.26	0.26	0.00	0.00	0.00	0.00	0.01	0.01
Intersection LOS	B											
Intersection V/C	0.613											

Intersection Level Of Service Report

Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.644

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	2085	15	15	605	0	482	13	283	19	0	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2085	15	15	605	0	482	13	283	19	0	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	521	4	4	151	0	121	3	71	5	0	8
Total Analysis Volume [veh/h]	0	2085	15	15	605	0	482	13	283	19	0	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.44	0.44	0.01	0.13	0.00	0.15	0.15	0.18	0.01	0.00	0.02
Intersection LOS	B											
Intersection V/C	0.644											

APPENDIX D-XIV

CITY OF SANTA ANA YEAR 2030 CUMULATIVE PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.883

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	118	1196	154	228	2256	160	86	498	187	218	547	218
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	1196	154	228	2256	160	86	498	187	218	547	218
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	299	39	57	564	40	22	125	47	55	137	55
Total Analysis Volume [veh/h]	118	1196	154	228	2256	160	86	498	187	218	547	218
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.28	0.28	0.14	0.50	0.50	0.05	0.15	0.12	0.14	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.883											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	276	214	977	347	265	773
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	276	214	977	347	265	773
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	54	244	87	66	193
Total Analysis Volume [veh/h]	276	214	977	347	265	773
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.13	0.29	0.22	0.17	0.23
Intersection LOS	B					
Intersection V/C	0.635					

Intersection Level Of Service Report

Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.891

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	79	878	162	312	1154	134	210	1000	94	140	616	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	878	162	312	1154	134	210	1000	94	140	616	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	220	41	78	289	34	53	250	24	35	154	20
Total Analysis Volume [veh/h]	79	878	162	312	1154	134	210	1000	94	140	616	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.22	0.22	0.20	0.27	0.27	0.13	0.34	0.34	0.09	0.22	0.22
Intersection LOS	D											
Intersection V/C	0.891											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	69	385	80	107	602	131	170	1181	324	81	614	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	385	80	107	602	131	170	1181	324	81	614	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	96	20	27	151	33	43	295	81	20	154	17
Total Analysis Volume [veh/h]	69	385	80	107	602	131	170	1181	324	81	614	66
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.15	0.07	0.23	0.23	0.11	0.47	0.47	0.05	0.21	0.21
Intersection LOS	D											
Intersection V/C	0.843											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.810

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	121	526	226	262	1187	113	111	1062	284	162	554	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	526	226	262	1187	113	111	1062	284	162	554	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	132	57	66	297	28	28	266	71	41	139	29
Total Analysis Volume [veh/h]	121	526	226	262	1187	113	111	1062	284	162	554	114
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.15	0.14	0.16	0.27	0.27	0.07	0.31	0.18	0.10	0.16	0.07
Intersection LOS	D											
Intersection V/C	0.810											

Intersection Level Of Service Report

Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	271	896	98	337	1746	189	139	1128	165	257	578	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	271	896	98	337	1746	189	139	1128	165	257	578	166
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	224	25	84	437	47	35	282	41	64	145	42
Total Analysis Volume [veh/h]	271	896	98	337	1746	189	139	1128	165	257	578	166
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.21	0.21	0.11	0.34	0.12	0.04	0.22	0.10	0.08	0.11	0.10
Intersection LOS	C											
Intersection V/C	0.779											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.804

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	89	306	130	222	825	327	106	1834	124	77	1341	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	306	130	222	825	327	106	1834	124	77	1341	123
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	77	33	56	206	82	27	459	31	19	335	31
Total Analysis Volume [veh/h]	89	306	130	222	825	327	106	1834	124	77	1341	123
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.09	0.08	0.14	0.24	0.20	0.07	0.41	0.41	0.05	0.31	0.31
Intersection LOS	D											
Intersection V/C	0.804											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	116	9	38	80	25	68	19	1645	128	51	1571	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	9	38	80	25	68	19	1645	128	51	1571	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	2	10	20	6	17	5	411	32	13	393	6
Total Analysis Volume [veh/h]	116	9	38	80	25	68	19	1645	128	51	1571	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.02	0.05	0.06	0.06	0.01	0.37	0.37	0.03	0.33	0.33
Intersection LOS	A											
Intersection V/C	0.582											

Intersection Level Of Service Report

Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.825

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	101	620	220	359	1605	163	212	1529	311	242	1025	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	620	220	359	1605	163	212	1529	311	242	1025	148
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	155	55	90	401	41	53	382	78	61	256	37
Total Analysis Volume [veh/h]	101	620	220	359	1605	163	212	1529	311	242	1025	148
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.12	0.14	0.11	0.37	0.37	0.07	0.30	0.19	0.08	0.20	0.09
Intersection LOS	D											
Intersection V/C	0.825											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized		Delay (sec / veh):	-
Analysis Method:	ICU 1		Level Of Service:	C
Analysis Period:	15 minutes		Volume to Capacity (v/c):	0.780

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	24	168	80	178	393	292	192	2140	87	59	1054	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	168	80	178	393	292	192	2140	87	59	1054	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	42	20	45	98	73	48	535	22	15	264	16
Total Analysis Volume [veh/h]	24	168	80	178	393	292	192	2140	87	59	1054	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.08	0.11	0.21	0.21	0.12	0.46	0.46	0.04	0.23	0.23
Intersection LOS	C											
Intersection V/C	0.780											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	59	353	306	703	936	210	261	1610	275	170	537	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	353	306	703	936	210	261	1610	275	170	537	238
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	88	77	176	234	53	65	403	69	43	134	60
Total Analysis Volume [veh/h]	59	353	306	703	936	210	261	1610	275	170	537	238
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.07	0.19	0.22	0.18	0.13	0.08	0.32	0.17	0.05	0.11	0.15
Intersection LOS	D											
Intersection V/C	0.830											

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.718

Intersection Setup

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	1055	0	994	0	1723	1146	0	1417	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1055	0	994	0	1723	1146	0	1417	161
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	264	0	249	0	431	287	0	354	40
Total Analysis Volume [veh/h]	0	0	0	1055	0	994	0	1723	1146	0	1417	161
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.33	0.00	0.31	0.00	0.34	0.00	0.00	0.28	0.00
Intersection LOS	C											
Intersection V/C	0.718											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.086

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	79	0	29	87	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	0	29	87	0	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	7	22	0	9
Total Analysis Volume [veh/h]	79	0	29	87	0	36
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.02	0.03	0.00	0.02
Intersection LOS	A					
Intersection V/C	0.086					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰↑ ↱			↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	0	898	39	87	2040	43	84	0	1	38	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	898	39	87	2040	43	84	0	1	38	0	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	225	10	22	510	11	21	0	0	10	0	4
Total Analysis Volume [veh/h]	0	898	39	87	2040	43	84	0	1	38	0	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.02	0.03	0.43	0.43	0.05	0.00	0.00	0.02	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.547											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↦			↰↰↑↦			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	205	1194	195	224	1948	156	60	362	71	358	335	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	205	1194	195	224	1948	156	60	362	71	358	335	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	299	49	56	487	39	15	91	18	90	84	36
Total Analysis Volume [veh/h]	205	1194	195	224	1948	156	60	362	71	358	335	144
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.23	0.12	0.07	0.44	0.44	0.02	0.14	0.14	0.11	0.10	0.09
Intersection LOS	C											
Intersection V/C	0.800											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.486

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	48	322	210	229	686	56	56	742	227	205	427	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	322	210	229	686	56	56	742	227	205	427	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	81	53	57	172	14	14	186	57	51	107	18
Total Analysis Volume [veh/h]	48	322	210	229	686	56	56	742	227	205	427	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.09	0.00	0.07	0.15	0.15	0.02	0.20	0.20	0.06	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.486											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.371

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	9	12	72	12	75	52	1256	30	53	627	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	9	12	72	12	75	52	1256	30	53	627	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	18	3	19	13	314	8	13	157	8
Total Analysis Volume [veh/h]	4	9	12	72	12	75	52	1256	30	53	627	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.05	0.01	0.05	0.02	0.25	0.02	0.02	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.371											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	12	68	0	37	35	1134	32	59	625	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	12	68	0	37	35	1134	32	59	625	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	284	8	15	156	12
Total Analysis Volume [veh/h]	10	0	12	68	0	37	35	1134	32	59	625	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.04	0.00	0.02	0.02	0.24	0.24	0.04	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.380											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	146	566	150	270	1620	130	135	1058	488	274	497	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	146	566	150	270	1620	130	135	1058	488	274	497	181
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	142	38	68	405	33	34	265	122	69	124	45
Total Analysis Volume [veh/h]	146	566	150	270	1620	130	135	1058	488	274	497	181
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.09	0.08	0.32	0.08	0.04	0.24	0.24	0.09	0.10	0.11
Intersection LOS	C											
Intersection V/C	0.740											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.389

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	39	91	102	137	108	178	103	738	77	62	409	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	91	102	137	108	178	103	738	77	62	409	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	23	26	34	27	45	26	185	19	16	102	8
Total Analysis Volume [veh/h]	39	91	102	137	108	178	103	738	77	62	409	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.06	0.09	0.09	0.09	0.03	0.17	0.17	0.02	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.389											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	262	205	0	11	815	227	377	0	741	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	262	205	0	11	815	227	377	0	741	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	51	0	3	204	57	94	0	185	0	0	0
Total Analysis Volume [veh/h]	262	205	0	11	815	227	377	0	741	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.04	0.00	0.01	0.24	0.14	0.12	0.00	0.15	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.521											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.124

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1397	654	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1397	654	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	349	164	9
Total Analysis Volume [veh/h]	0	69	0	1397	654	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.38	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.42	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.54	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.38		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	16.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1706	1396	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1706	1396	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	427	349	2
Total Analysis Volume [veh/h]	0	3	0	1706	1396	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	16.11	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.69	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.11		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.584

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1222	25	26	1999	41	76	0	80	0	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1222	25	26	1999	41	76	0	80	0	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	306	6	7	500	10	19	0	20	0	0	6
Total Analysis Volume [veh/h]	38	1222	25	26	1999	41	76	0	80	0	0	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.24	0.02	0.02	0.43	0.43	0.05	0.00	0.10	0.00	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.584											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1299	2139	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1299	2139	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	325	535	0	0	0
Total Analysis Volume [veh/h]	0	1299	2139	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	24.31
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		24.31	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	974	2203	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	974	2203	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	244	551	0	0	0
Total Analysis Volume [veh/h]	0	974	2203	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	25.29
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		25.29	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	974	2203	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	974	2203	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	244	551	0	0	0
Total Analysis Volume [veh/h]	0	974	2203	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	25.29
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		25.29	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	0	2049	0	0	1286
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	2049	0	0	1286
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	512	0	0	322
Total Analysis Volume [veh/h]	0	0	2049	0	0	1286
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	23.02	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.02		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	0	2049	0	0	1286
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	2049	0	0	1286
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	512	0	0	322
Total Analysis Volume [veh/h]	0	0	2049	0	0	1286
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	23.02	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.02		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	176	0	0	225	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	0	0	225	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	0	0	56	0	0
Total Analysis Volume [veh/h]	176	0	0	225	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.78
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.78	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	144	0	0	175	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	0	0	175	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	0	44	0	0
Total Analysis Volume [veh/h]	144	0	0	175	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.69
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.69	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	106	8	0	127	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	8	0	127	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	2	0	32	0	3
Total Analysis Volume [veh/h]	106	8	0	127	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.65
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.84
d_A, Approach Delay [s/veh]	0.00		0.00		8.65	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	176	0	0	225	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	0	0	225	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	0	0	56	0	0
Total Analysis Volume [veh/h]	176	0	0	225	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.78
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.78	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱						↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	0	122	23	78	148	8	0	0	0	13	1	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	122	23	78	148	8	0	0	0	13	1	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	31	6	20	37	2	0	0	0	3	0	3
Total Analysis Volume [veh/h]	0	122	23	78	148	8	0	0	0	13	1	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	7.53	0.00	0.00	7.65	0.00	0.00	0.00	0.00	0.00	11.87	12.58	8.75
Movement LOS	A	A	A	A	A	A				B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.07	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	4.31	0.00	0.00	0.00	0.00	0.00	1.86	1.10	1.10
d_A, Approach Delay [s/veh]	0.00			2.55			0.00			10.46		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.15											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	144.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			↰ ↑ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	18	5	30	32	6	173	80	870	36	18	876	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	5	30	32	6	173	80	870	36	18	876	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	8	8	2	43	20	218	9	5	219	5
Total Analysis Volume [veh/h]	18	5	30	32	6	173	80	870	36	18	876	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.41	0.09	0.05	0.52	0.11	0.31	0.11	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	127.88	113.22	51.89	134.62	144.72	82.60	10.35	0.00	0.00	9.94	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.56	2.56	2.56	8.15	8.15	8.15	0.36	0.00	0.00	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	64.10	64.10	64.10	203.77	203.77	203.77	8.88	0.00	0.00	1.85	0.00	0.00
d_A, Approach Delay [s/veh]	83.49			92.26			0.84			0.20		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	11.50											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.034

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	457	2011	220	162	1157	141	158	714	179	91	815	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	457	2011	220	162	1157	141	158	714	179	91	815	208
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	503	55	41	289	35	40	179	45	23	204	52
Total Analysis Volume [veh/h]	457	2011	220	162	1157	141	158	714	179	91	815	208
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.46	0.46	0.10	0.27	0.27	0.10	0.21	0.11	0.06	0.32	0.32
Intersection LOS	F											
Intersection V/C	1.034											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	735	278	775	157	174	1278
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	735	278	775	157	174	1278
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	184	70	194	39	44	320
Total Analysis Volume [veh/h]	735	278	775	157	174	1278
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.17	0.23	0.10	0.11	0.38
Intersection LOS	B					
Intersection V/C	0.654					

Intersection Level Of Service Report

Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.009

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	195	1516	257	102	1013	195	222	791	67	137	1178	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	1516	257	102	1013	195	222	791	67	137	1178	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	379	64	26	253	49	56	198	17	34	295	16
Total Analysis Volume [veh/h]	195	1516	257	102	1013	195	222	791	67	137	1178	62
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.37	0.37	0.06	0.25	0.25	0.14	0.27	0.27	0.09	0.39	0.39
Intersection LOS	F											
Intersection V/C	1.009											

Intersection Level Of Service Report

Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.983

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	131	933	87	72	425	116	173	872	91	82	1388	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	933	87	72	425	116	173	872	91	82	1388	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	233	22	18	106	29	43	218	23	21	347	22
Total Analysis Volume [veh/h]	131	933	87	72	425	116	173	872	91	82	1388	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.32	0.32	0.05	0.17	0.17	0.11	0.30	0.30	0.05	0.46	0.46
Intersection LOS	E											
Intersection V/C	0.983											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.009

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	277	1445	430	157	594	129	91	717	116	135	1289	253
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	277	1445	430	157	594	129	91	717	116	135	1289	253
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	361	108	39	149	32	23	179	29	34	322	63
Total Analysis Volume [veh/h]	277	1445	430	157	594	129	91	717	116	135	1289	253
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.43	0.27	0.10	0.15	0.15	0.06	0.21	0.07	0.08	0.38	0.16
Intersection LOS	F											
Intersection V/C	1.009											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	266	1877	100	199	1103	98	306	836	269	196	1514	262
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	266	1877	100	199	1103	98	306	836	269	196	1514	262
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	469	25	50	276	25	77	209	67	49	379	66
Total Analysis Volume [veh/h]	266	1877	100	199	1103	98	306	836	269	196	1514	262
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.41	0.41	0.06	0.22	0.06	0.10	0.16	0.17	0.06	0.30	0.16
Intersection LOS	E											
Intersection V/C	0.917											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.952

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	218	1050	274	128	296	90	106	1045	103	102	1853	292
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	1050	274	128	296	90	106	1045	103	102	1853	292
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	263	69	32	74	23	27	261	26	26	463	73
Total Analysis Volume [veh/h]	218	1050	274	128	296	90	106	1045	103	102	1853	292
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.31	0.17	0.08	0.09	0.06	0.07	0.24	0.24	0.06	0.45	0.45
Intersection LOS	E											
Intersection V/C	0.952											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	292	57	158	31	19	43	39	1392	168	105	1740	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	292	57	158	31	19	43	39	1392	168	105	1740	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	14	40	8	5	11	10	348	42	26	435	13
Total Analysis Volume [veh/h]	292	57	158	31	19	43	39	1392	168	105	1740	51
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.03	0.10	0.02	0.04	0.04	0.02	0.33	0.33	0.07	0.37	0.37
Intersection LOS	B											
Intersection V/C	0.669											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.901

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	378	1631	307	247	994	141	391	901	197	340	1691	319
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	378	1631	307	247	994	141	391	901	197	340	1691	319
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	408	77	62	249	35	98	225	49	85	423	80
Total Analysis Volume [veh/h]	378	1631	307	247	994	141	391	901	197	340	1691	319
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.32	0.19	0.08	0.24	0.24	0.12	0.18	0.12	0.11	0.33	0.20
Intersection LOS	E											
Intersection V/C	0.901											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.008

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	145	724	81	93	259	220	229	1143	69	68	2233	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	724	81	93	259	220	229	1143	69	68	2233	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	181	20	23	65	55	57	286	17	17	558	48
Total Analysis Volume [veh/h]	145	724	81	93	259	220	229	1143	69	68	2233	193
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.25	0.25	0.06	0.15	0.15	0.14	0.25	0.25	0.04	0.51	0.51
Intersection LOS	F											
Intersection V/C	1.008											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.855

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	532	1310	366	310	439	303	325	728	65	236	1776	499
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	532	1310	366	310	439	303	325	728	65	236	1776	499
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	133	328	92	78	110	76	81	182	16	59	444	125
Total Analysis Volume [veh/h]	532	1310	366	310	439	303	325	728	65	236	1776	499
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.26	0.23	0.10	0.09	0.19	0.10	0.14	0.04	0.07	0.35	0.31
Intersection LOS	D											
Intersection V/C	0.855											

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.653

Intersection Setup

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	318	0	840	0	1354	1148	0	1736	667
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	318	0	840	0	1354	1148	0	1736	667
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	80	0	210	0	339	287	0	434	167
Total Analysis Volume [veh/h]	0	0	0	318	0	840	0	1354	1148	0	1736	667
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.10	0.00	0.26	0.00	0.27	0.00	0.00	0.34	0.00
Intersection LOS	B											
Intersection V/C	0.653											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.190

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	265	0	76	109	0	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	265	0	76	109	0	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	0	19	27	0	16
Total Analysis Volume [veh/h]	265	0	76	109	0	62
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.05	0.03	0.00	0.04
Intersection LOS	A					
Intersection V/C	0.190					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	0	2224	87	220	1357	112	87	0	8	85	0	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2224	87	220	1357	112	87	0	8	85	0	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	556	22	55	339	28	22	0	2	21	0	31
Total Analysis Volume [veh/h]	0	2224	87	220	1357	112	87	0	8	85	0	125
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.44	0.05	0.07	0.31	0.31	0.05	0.00	0.01	0.05	0.00	0.08
Intersection LOS	B											
Intersection V/C	0.687											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	222	2009	446	159	1343	100	254	532	104	317	752	189
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	2009	446	159	1343	100	254	532	104	317	752	189
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	502	112	40	336	25	64	133	26	79	188	47
Total Analysis Volume [veh/h]	222	2009	446	159	1343	100	254	532	104	317	752	189
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.39	0.28	0.05	0.30	0.30	0.08	0.20	0.20	0.10	0.22	0.12
Intersection LOS	C											
Intersection V/C	0.794											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	247	1295	695	89	426	42	114	679	171	386	969	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	247	1295	695	89	426	42	114	679	171	386	969	265
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	324	174	22	107	11	29	170	43	97	242	66
Total Analysis Volume [veh/h]	247	1295	695	89	426	42	114	679	171	386	969	265
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.38	0.00	0.03	0.10	0.10	0.04	0.18	0.18	0.12	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.756											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.599

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↱			↰ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	55	69	154	43	25	135	196	1180	53	130	1415	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	69	154	43	25	135	196	1180	53	130	1415	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	17	39	11	6	34	49	295	13	33	354	32
Total Analysis Volume [veh/h]	55	69	154	43	25	135	196	1180	53	130	1415	126
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.14	0.14	0.03	0.01	0.08	0.06	0.23	0.03	0.04	0.32	0.32
Intersection LOS	A											
Intersection V/C	0.599											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.592

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	150	90	0	64	70	1237	54	107	1581	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	150	90	0	64	70	1237	54	107	1581	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	38	23	0	16	18	309	14	27	395	22
Total Analysis Volume [veh/h]	110	0	150	90	0	64	70	1237	54	107	1581	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.09	0.06	0.00	0.04	0.04	0.27	0.27	0.07	0.35	0.35
Intersection LOS	A											
Intersection V/C	0.592											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	765	1598	246	225	914	248	335	683	295	291	1129	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	765	1598	246	225	914	248	335	683	295	291	1129	372
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	191	400	62	56	229	62	84	171	74	73	282	93
Total Analysis Volume [veh/h]	765	1598	246	225	914	248	335	683	295	291	1129	372
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.31	0.15	0.07	0.18	0.16	0.10	0.15	0.15	0.09	0.22	0.23
Intersection LOS	D											
Intersection V/C	0.805											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.479

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑⇢			↰↰↑↑⇢			↰↰↑↑⇢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	76	373	75	47	97	184	258	780	91	82	897	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	373	75	47	97	184	258	780	91	82	897	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	93	19	12	24	46	65	195	23	21	224	27
Total Analysis Volume [veh/h]	76	373	75	47	97	184	258	780	91	82	897	108
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.05	0.03	0.09	0.09	0.08	0.18	0.18	0.03	0.21	0.21
Intersection LOS	A											
Intersection V/C	0.479											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↰↑ ↱ ↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	842	1130	0	9	267	358	628	0	524	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	842	1130	0	9	267	358	628	0	524	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	211	283	0	2	67	90	157	0	131	0	0	0
Total Analysis Volume [veh/h]	842	1130	0	9	267	358	628	0	524	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.24	0.00	0.01	0.08	0.22	0.20	0.00	0.00	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.733											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.144

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1444	1680	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1444	1680	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	361	420	11
Total Analysis Volume [veh/h]	0	37	0	1444	1680	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	21.38	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.50	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	12.41	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.38		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1382	1733	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1382	1733	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	346	433	3
Total Analysis Volume [veh/h]	0	10	0	1382	1733	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	19.86	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.08	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.86		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.645

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2279	78	32	1999	99	79	0	69	0	0	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2279	78	32	1999	99	79	0	69	0	0	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	570	20	8	500	25	20	0	17	0	0	32
Total Analysis Volume [veh/h]	91	2279	78	32	1999	99	79	0	69	0	0	126
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.45	0.05	0.02	0.44	0.44	0.05	0.00	0.09	0.00	0.00	0.08
Intersection LOS	B											
Intersection V/C	0.645											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2360	1545	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2360	1545	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	590	386	0	0	0
Total Analysis Volume [veh/h]	0	2360	1545	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	17.27
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		17.27	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	2452	1664	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2452	1664	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	613	416	0	0	0
Total Analysis Volume [veh/h]	0	2452	1664	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	18.43
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		18.43	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	2452	1664	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2452	1664	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	613	416	0	0	0
Total Analysis Volume [veh/h]	0	2452	1664	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	18.43
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		18.43	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	0	1472	0	0	2188
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1472	0	0	2188
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	368	0	0	547
Total Analysis Volume [veh/h]	0	0	1472	0	0	2188
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	16.61	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.61		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	0	1472	0	0	2188
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1472	0	0	2188
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	368	0	0	547
Total Analysis Volume [veh/h]	0	0	1472	0	0	2188
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	16.61	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.61		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	584	0	0	357	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	584	0	0	357	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	146	0	0	89	0	0
Total Analysis Volume [veh/h]	584	0	0	357	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.11
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	485	0	0	261	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	485	0	0	261	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	0	0	65	0	0
Total Analysis Volume [veh/h]	485	0	0	261	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.75
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		9.75	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	346	19	0	216	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	346	19	0	216	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	87	5	0	54	0	1
Total Analysis Volume [veh/h]	346	19	0	216	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.37
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.46
d_A, Approach Delay [s/veh]	0.00		0.00		9.37	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	584	0	0	357	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	584	0	0	357	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	146	0	0	89	0	0
Total Analysis Volume [veh/h]	584	0	0	357	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.11
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	23.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.113

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱						↰↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	24	432	53	119	209	21	0	0	0	25	0	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	432	53	119	209	21	0	0	0	25	0	77
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	108	13	30	52	5	0	0	0	6	0	19
Total Analysis Volume [veh/h]	24	432	53	119	209	21	0	0	0	25	0	77
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.10
d_M, Delay for Movement [s/veh]	7.75	0.00	0.00	8.77	0.00	0.00	0.00	0.00	0.00	23.26	22.01	10.28
Movement LOS	A	A	A	A	A	A				C	C	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.00	0.37	0.34	0.34
95th-Percentile Queue Length [ft/ln]	1.37	0.00	0.00	9.32	0.00	0.00	0.00	0.00	0.00	9.37	8.44	8.44
d_A, Approach Delay [s/veh]	0.37			2.99			0.00			13.46		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.71											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	164.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	28	2	24	13	2	66	98	704	55	43	1108	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	2	24	13	2	66	98	704	55	43	1108	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	6	3	1	17	25	176	14	11	277	10
Total Analysis Volume [veh/h]	28	2	24	13	2	66	98	704	55	43	1108	41
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.57	0.05	0.04	0.33	0.05	0.14	0.16	0.01	0.00	0.05	0.01	0.00
d_M, Delay for Movement [s/veh]	141.43	164.55	73.47	121.09	126.80	36.70	12.11	0.00	0.00	9.47	0.00	0.00
Movement LOS	F	F	F	F	F	E	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.12	3.12	3.12	2.62	2.62	2.62	0.58	0.00	0.00	0.16	0.00	0.00
95th-Percentile Queue Length [ft/ln]	77.94	77.94	77.94	65.52	65.52	65.52	14.40	0.00	0.00	4.00	0.00	0.00
d_A, Approach Delay [s/veh]	112.08			52.47			1.39			0.34		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	5.45											
Intersection LOS	F											

APPENDIX D-XV

CITY OF COSTA MESA/IRVINE YEAR 2030 CUMULATIVE PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.336

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	9	12	72	12	75	52	1256	30	53	627	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	9	12	72	12	75	52	1256	30	53	627	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	18	3	19	13	314	8	13	157	8
Total Analysis Volume [veh/h]	4	9	12	72	12	75	52	1256	30	53	627	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.05	0.01	0.05	0.02	0.26	0.02	0.02	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.336											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.330

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	12	68	0	37	35	1134	32	59	625	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	12	68	0	37	35	1134	32	59	625	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	284	8	15	156	12
Total Analysis Volume [veh/h]	10	0	12	68	0	37	35	1134	32	59	625	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.04	0.00	0.02	0.02	0.24	0.24	0.04	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.330											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	146	566	150	270	1620	130	135	1058	488	274	497	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	146	566	150	270	1620	130	135	1058	488	274	497	181
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	142	38	68	405	33	34	265	122	69	124	45
Total Analysis Volume [veh/h]	146	566	150	270	1620	130	135	1058	488	274	497	181
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.09	0.08	0.34	0.08	0.04	0.24	0.24	0.09	0.10	0.11
Intersection LOS	C											
Intersection V/C	0.710											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑┣			↰↰↑┣			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	222	2009	446	159	1343	100	254	532	104	317	752	189
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	2009	446	159	1343	100	254	532	104	317	752	189
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	502	112	40	336	25	64	133	26	79	188	47
Total Analysis Volume [veh/h]	222	2009	446	159	1343	100	254	532	104	317	752	189
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.42	0.28	0.05	0.30	0.30	0.08	0.20	0.20	0.10	0.24	0.12
Intersection LOS	C											
Intersection V/C	0.783											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.730

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	247	1295	695	89	426	42	114	679	171	386	969	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	247	1295	695	89	426	42	114	679	171	386	969	265
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	324	174	22	107	11	29	170	43	97	242	66
Total Analysis Volume [veh/h]	247	1295	695	89	426	42	114	679	171	386	969	265
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.40	0.00	0.03	0.10	0.10	0.04	0.18	0.18	0.12	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.730											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.549

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	55	69	154	43	25	135	196	1180	53	130	1415	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	69	154	43	25	135	196	1180	53	130	1415	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	17	39	11	6	34	49	295	13	33	354	32
Total Analysis Volume [veh/h]	55	69	154	43	25	135	196	1180	53	130	1415	126
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.14	0.14	0.03	0.02	0.08	0.06	0.25	0.03	0.04	0.32	0.32
Intersection LOS	A											
Intersection V/C	0.549											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↱			↰ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	150	90	0	64	70	1237	54	107	1581	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	150	90	0	64	70	1237	54	107	1581	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	38	23	0	16	18	309	14	27	395	22
Total Analysis Volume [veh/h]	110	0	150	90	0	64	70	1237	54	107	1581	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.09	0.06	0.00	0.04	0.04	0.27	0.27	0.07	0.35	0.35
Intersection LOS	A											
Intersection V/C	0.542											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	765	1598	246	225	914	248	335	683	295	291	1129	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	765	1598	246	225	914	248	335	683	295	291	1129	372
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	191	400	62	56	229	62	84	171	74	73	282	93
Total Analysis Volume [veh/h]	765	1598	246	225	914	248	335	683	295	291	1129	372
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.33	0.15	0.07	0.19	0.16	0.10	0.15	0.15	0.09	0.24	0.23
Intersection LOS	C											
Intersection V/C	0.769											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	76	373	75	47	97	184	258	780	91	82	897	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	373	75	47	97	184	258	780	91	82	897	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	93	19	12	24	46	65	195	23	21	224	27
Total Analysis Volume [veh/h]	76	373	75	47	97	184	258	780	91	82	897	108
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.05	0.03	0.09	0.09	0.08	0.18	0.18	0.03	0.21	0.21
Intersection LOS	A											
Intersection V/C	0.436											

Intersection Level Of Service Report

Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	842	1130	0	9	267	358	628	0	524	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	842	1130	0	9	267	358	628	0	524	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	211	283	0	2	67	90	157	0	131	0	0	0
Total Analysis Volume [veh/h]	842	1130	0	9	267	358	628	0	524	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.24	0.00	0.01	0.08	0.22	0.20	0.00	0.00	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.683											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.886

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	454	979	265	81	592	319	216	842	208	308	1793	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	454	979	265	81	592	319	216	842	208	308	1793	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	245	66	20	148	80	54	211	52	77	448	24
Total Analysis Volume [veh/h]	454	979	265	81	592	319	216	842	208	308	1793	97
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.29	0.16	0.02	0.27	0.27	0.06	0.21	0.21	0.09	0.37	0.37
Intersection LOS	D											
Intersection V/C	0.886											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.905

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	148	2068	275	92	1154	138	222	271	580	218	348	490
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	2068	275	92	1154	138	222	271	580	218	348	490
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	517	69	23	289	35	56	68	145	55	87	123
Total Analysis Volume [veh/h]	148	2068	275	92	1154	138	222	271	580	218	348	490
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.43	0.17	0.03	0.27	0.27	0.14	0.18	0.18	0.07	0.11	0.31
Intersection LOS	E											
Intersection V/C	0.905											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	213	1634	54	62	814	177	304	126	334	82	55	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	213	1634	54	62	814	177	304	126	334	82	55	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	409	14	16	204	44	76	32	84	21	14	14
Total Analysis Volume [veh/h]	213	1634	54	62	814	177	304	126	334	82	55	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.34	0.03	0.02	0.21	0.21	0.10	0.08	0.21	0.03	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.594											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.722

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	393	2384	956	189	1873	78	86	23	148	949	52	281
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	393	2384	956	189	1873	78	86	23	148	949	52	281
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	98	596	239	47	468	20	22	6	37	237	13	70
Total Analysis Volume [veh/h]	393	2384	956	189	1873	78	86	23	148	949	52	281
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.37	0.00	0.06	0.29	0.05	0.05	0.01	0.09	0.20	0.03	0.18
Intersection LOS	C											
Intersection V/C	0.722											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.636

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑↱			↰ ↰↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	36	1705	252	153	1124	17	8	9	39	200	17	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	1705	252	153	1124	17	8	9	39	200	17	165
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	426	63	38	281	4	2	2	10	50	4	41
Total Analysis Volume [veh/h]	36	1705	252	153	1124	17	8	9	39	200	17	165
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.41	0.41	0.10	0.24	0.24	0.01	0.03	0.03	0.06	0.07	0.10
Intersection LOS	B											
Intersection V/C	0.636											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.875

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	121	1366	112	261	1516	91	267	216	63	254	253	465
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	1366	112	261	1516	91	267	216	63	254	253	465
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	342	28	65	379	23	67	54	16	64	63	116
Total Analysis Volume [veh/h]	121	1366	112	261	1516	91	267	216	63	254	253	465
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.31	0.31	0.08	0.33	0.33	0.17	0.17	0.17	0.16	0.16	0.29
Intersection LOS	D											
Intersection V/C	0.875											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	345	1136	417	272	1226	369	320	540	208	727	1070	182
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	345	1136	417	272	1226	369	320	540	208	727	1070	182
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	284	104	68	307	92	80	135	52	182	268	46
Total Analysis Volume [veh/h]	345	1136	417	272	1226	369	320	540	208	727	1070	182
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.24	0.03	0.09	0.19	0.23	0.10	0.17	0.13	0.23	0.22	0.11
Intersection LOS	C											
Intersection V/C	0.734											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.771

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↰ ↑ ↱ ↱			↰ ↰ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	251	218	24	177	253	758	424	682	152	13	1366	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	251	218	24	177	253	758	424	682	152	13	1366	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	55	6	44	63	190	106	171	38	3	342	47
Total Analysis Volume [veh/h]	251	218	24	177	253	758	424	682	152	13	1366	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.15	0.15	0.06	0.16	0.10	0.13	0.26	0.26	0.01	0.32	0.32
Intersection LOS	C											
Intersection V/C	0.771											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.755

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑⊦			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	206	876	237	513	752	515	307	487	88	225	1013	469
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	206	876	237	513	752	515	307	487	88	225	1013	469
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	219	59	128	188	129	77	122	22	56	253	117
Total Analysis Volume [veh/h]	206	876	237	513	752	515	307	487	88	225	1013	469
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.08	0.16	0.16	0.23	0.10	0.18	0.18	0.07	0.32	0.29
Intersection LOS	C											
Intersection V/C	0.755											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	717	1374	9	57	652	609	0	0	0	4	4	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	717	1374	9	57	652	609	0	0	0	4	4	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	179	344	2	14	163	152	0	0	0	1	1	3
Total Analysis Volume [veh/h]	717	1374	9	57	652	609	0	0	0	4	4	13
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.29	0.29	0.04	0.26	0.26	0.00	0.00	0.00	0.00	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.500											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.644

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	2086	15	15	607	0	492	13	283	19	0	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2086	15	15	607	0	492	13	283	19	0	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	522	4	4	152	0	123	3	71	5	0	8
Total Analysis Volume [veh/h]	0	2086	15	15	607	0	492	13	283	19	0	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.44	0.44	0.01	0.13	0.00	0.15	0.16	0.18	0.01	0.00	0.02
Intersection LOS	B											
Intersection V/C	0.644											

APPENDIX D-XVI

CITY OF SANTA ANA YEAR 2030 CUMULATIVE PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report

Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	69	385	80	107	602	131	170	1181	324	81	614	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	385	80	107	602	131	170	1181	324	81	614	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	96	20	27	151	33	43	295	81	20	154	17
Total Analysis Volume [veh/h]	69	385	80	107	602	131	170	1181	324	81	614	66
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.15	0.07	0.23	0.23	0.11	0.47	0.47	0.05	0.21	0.21
Intersection LOS	D											
Intersection V/C	0.843											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.780

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	24	168	80	178	393	292	192	2140	87	59	1054	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	168	80	178	393	292	192	2140	87	59	1054	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	42	20	45	98	73	48	535	22	15	264	16
Total Analysis Volume [veh/h]	24	168	80	178	393	292	192	2140	87	59	1054	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.08	0.11	0.21	0.21	0.12	0.46	0.46	0.04	0.23	0.23
Intersection LOS	C											
Intersection V/C	0.780											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	18	5	30	32	6	173	80	870	36	18	876	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	5	30	32	6	173	80	870	36	18	876	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	8	8	2	43	20	218	9	5	219	5
Total Analysis Volume [veh/h]	18	5	30	32	6	173	80	870	36	18	876	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.03	0.02	0.13	0.13	0.05	0.28	0.28	0.01	0.28	0.28
Intersection LOS	A											
Intersection V/C	0.494											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.983

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	131	933	87	72	425	116	173	872	91	82	1388	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	933	87	72	425	116	173	872	91	82	1388	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	233	22	18	106	29	43	218	23	21	347	22
Total Analysis Volume [veh/h]	131	933	87	72	425	116	173	872	91	82	1388	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.32	0.32	0.05	0.17	0.17	0.11	0.30	0.30	0.05	0.46	0.46
Intersection LOS	E											
Intersection V/C	0.983											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.008

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	145	724	81	93	259	220	229	1143	69	68	2233	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	724	81	93	259	220	229	1143	69	68	2233	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	181	20	23	65	55	57	286	17	17	558	48
Total Analysis Volume [veh/h]	145	724	81	93	259	220	229	1143	69	68	2233	193
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.25	0.25	0.06	0.15	0.15	0.14	0.25	0.25	0.04	0.51	0.51
Intersection LOS	F											
Intersection V/C	1.008											

Intersection Level Of Service Report

Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.509

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	28	2	24	13	2	66	98	704	55	43	1108	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	2	24	13	2	66	98	704	55	43	1108	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	6	3	1	17	25	176	14	11	277	10
Total Analysis Volume [veh/h]	28	2	24	13	2	66	98	704	55	43	1108	41
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.03	0.01	0.05	0.05	0.06	0.24	0.24	0.03	0.36	0.36
Intersection LOS	A											
Intersection V/C	0.509											

APPENDIX D-XVII

CITY OF SANTA ANA YEAR 2032 CUMULATIVE TRAFFIC CONDITIONS

Intersection Level Of Service Report

Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.892

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑⊢			↰↑↑⊢			↰↑↑↱			↰↑⊢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	120	1218	157	229	2297	163	88	504	190	222	546	211
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	1218	157	229	2297	163	88	504	190	222	546	211
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	305	39	57	574	41	22	126	48	56	137	53
Total Analysis Volume [veh/h]	120	1218	157	229	2297	163	88	504	190	222	546	211
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.29	0.29	0.14	0.51	0.51	0.06	0.15	0.12	0.14	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.892											

Intersection Level Of Service Report

Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.645

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	267	218	994	349	270	779
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	267	218	994	349	270	779
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	55	249	87	68	195
Total Analysis Volume [veh/h]	267	218	994	349	270	779
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.14	0.29	0.22	0.17	0.23
Intersection LOS	B					
Intersection V/C	0.645					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.891

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	74	855	152	318	1161	136	214	1018	95	136	627	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	855	152	318	1161	136	214	1018	95	136	627	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	214	38	80	290	34	54	255	24	34	157	21
Total Analysis Volume [veh/h]	74	855	152	318	1161	136	214	1018	95	136	627	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.21	0.21	0.20	0.27	0.27	0.13	0.35	0.35	0.09	0.22	0.22
Intersection LOS	D											
Intersection V/C	0.891											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.853

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	70	379	81	109	609	133	173	1190	330	83	619	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	379	81	109	609	133	173	1190	330	83	619	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	95	20	27	152	33	43	298	83	21	155	17
Total Analysis Volume [veh/h]	70	379	81	109	609	133	173	1190	330	83	619	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.07	0.23	0.23	0.11	0.48	0.48	0.05	0.21	0.21
Intersection LOS	D											
Intersection V/C	0.853											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.821

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ⊢			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	124	536	230	267	1209	116	113	1069	289	165	558	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	536	230	267	1209	116	113	1069	289	165	558	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	134	58	67	302	29	28	267	72	41	140	29
Total Analysis Volume [veh/h]	124	536	230	267	1209	116	113	1069	289	165	558	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.16	0.14	0.17	0.28	0.28	0.07	0.31	0.18	0.10	0.16	0.07
Intersection LOS	D											
Intersection V/C	0.821											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.790

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	276	912	100	343	1777	193	142	1141	168	262	568	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	276	912	100	343	1777	193	142	1141	168	262	568	169
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	228	25	86	444	48	36	285	42	66	142	42
Total Analysis Volume [veh/h]	276	912	100	343	1777	193	142	1141	168	262	568	169
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.21	0.21	0.11	0.35	0.12	0.04	0.22	0.11	0.08	0.11	0.11
Intersection LOS	C											
Intersection V/C	0.790											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.816

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	90	311	132	221	840	333	108	1860	127	78	1345	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	311	132	221	840	333	108	1860	127	78	1345	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	78	33	55	210	83	27	465	32	20	336	28
Total Analysis Volume [veh/h]	90	311	132	221	840	333	108	1860	127	78	1345	111
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.09	0.08	0.14	0.25	0.21	0.07	0.41	0.41	0.05	0.30	0.30
Intersection LOS	D											
Intersection V/C	0.816											

Intersection Level Of Service Report

Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	84	9	39	81	25	69	20	1675	118	52	1598	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	9	39	81	25	69	20	1675	118	52	1598	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	2	10	20	6	17	5	419	30	13	400	6
Total Analysis Volume [veh/h]	84	9	39	81	25	69	20	1675	118	52	1598	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.02	0.05	0.06	0.06	0.01	0.37	0.37	0.03	0.34	0.34
Intersection LOS	A											
Intersection V/C	0.567											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.825

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	103	573	133	366	1614	166	215	1557	317	212	1042	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	573	133	366	1614	166	215	1557	317	212	1042	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	143	33	92	404	42	54	389	79	53	261	38
Total Analysis Volume [veh/h]	103	573	133	366	1614	166	215	1557	317	212	1042	150
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.08	0.11	0.37	0.37	0.07	0.31	0.20	0.07	0.20	0.09
Intersection LOS	D											
Intersection V/C	0.825											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	24	171	81	182	401	294	184	2100	89	61	1042	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	171	81	182	401	294	184	2100	89	61	1042	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	43	20	46	100	74	46	525	22	15	261	16
Total Analysis Volume [veh/h]	24	171	81	182	401	294	184	2100	89	61	1042	65
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.08	0.11	0.22	0.22	0.12	0.46	0.46	0.04	0.23	0.23
Intersection LOS	C											
Intersection V/C	0.776											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	61	359	312	716	954	213	266	1560	281	173	515	242
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	359	312	716	954	213	266	1560	281	173	515	242
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	90	78	179	239	53	67	390	70	43	129	61
Total Analysis Volume [veh/h]	61	359	312	716	954	213	266	1560	281	173	515	242
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.07	0.20	0.22	0.19	0.13	0.08	0.31	0.18	0.05	0.10	0.15
Intersection LOS	D											
Intersection V/C	0.829											

Intersection Level Of Service Report

Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↰ ↑ ↑		↰ ↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	67	39	67	86	41	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	39	67	86	41	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	10	17	22	10	11
Total Analysis Volume [veh/h]	67	39	67	86	41	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.05	0.00	0.06	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.54	0.00	10.71	8.75
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.14	0.00	0.19	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.55	0.00	4.87	3.36
d_A, Approach Delay [s/veh]	0.00		3.30		9.71	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.85					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.585

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↑ ↱			↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	92	827	40	89	2021	131	74	7	124	52	19	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	827	40	89	2021	131	74	7	124	52	19	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	207	10	22	505	33	19	2	31	13	5	5
Total Analysis Volume [veh/h]	92	827	40	89	2021	131	74	7	124	52	19	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.16	0.03	0.03	0.40	0.08	0.05	0.05	0.08	0.03	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.585											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.812

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑┣			↰↰↑┣			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	209	1215	198	229	1984	158	61	369	73	360	340	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	209	1215	198	229	1984	158	61	369	73	360	340	146
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	304	50	57	496	40	15	92	18	90	85	37
Total Analysis Volume [veh/h]	209	1215	198	229	1984	158	61	369	73	360	340	146
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.24	0.12	0.07	0.45	0.45	0.02	0.14	0.14	0.11	0.10	0.09
Intersection LOS	D											
Intersection V/C	0.812											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	48	328	194	233	699	57	57	754	231	160	429	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	328	194	233	699	57	57	754	231	160	429	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	82	49	58	175	14	14	189	58	40	107	19
Total Analysis Volume [veh/h]	48	328	194	233	699	57	57	754	231	160	429	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.10	0.00	0.07	0.16	0.16	0.02	0.21	0.21	0.05	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.478											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	9	12	70	12	76	45	1264	31	12	584	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	9	12	70	12	76	45	1264	31	12	584	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	18	3	19	11	316	8	3	146	8
Total Analysis Volume [veh/h]	4	9	12	70	12	76	45	1264	31	12	584	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.01	0.05	0.01	0.25	0.02	0.00	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.358											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	17.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.170

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↱			↱↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	0	0	12	0	0	14	44	1115	23	57	604	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	0	0	14	44	1115	23	57	604	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	0	0	4	11	279	6	14	151	2
Total Analysis Volume [veh/h]	0	0	12	0	0	14	44	1115	23	57	604	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.02	0.07	0.01	0.00	0.17	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	14.31	0.00	0.00	11.18	11.46	0.00	0.00	17.91	0.00	0.00
Movement LOS			B			B	B	A	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.09	0.00	0.00	0.04	0.24	0.00	0.00	0.60	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.32	0.00	0.00	0.90	5.90	0.00	0.00	15.09	0.00	0.00
d_A, Approach Delay [s/veh]	14.31			11.18			0.43			1.53		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.99											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑⬏↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	106	556	153	275	1578	116	127	1057	426	279	498	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	556	153	275	1578	116	127	1057	426	279	498	184
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	139	38	69	395	29	32	264	107	70	125	46
Total Analysis Volume [veh/h]	106	556	153	275	1578	116	127	1057	426	279	498	184
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.10	0.09	0.31	0.07	0.04	0.23	0.23	0.09	0.10	0.12
Intersection LOS	C											
Intersection V/C	0.711											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.390

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	40	93	103	140	110	181	104	730	78	63	407	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	93	103	140	110	181	104	730	78	63	407	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	23	26	35	28	45	26	183	20	16	102	8
Total Analysis Volume [veh/h]	40	93	103	140	110	181	104	730	78	63	407	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.06	0.09	0.09	0.09	0.03	0.17	0.17	0.02	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.390											

Intersection Level Of Service Report

Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.523

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	┓┓┃┃┣			┓┃┃┏			┓┫┏┏			╋		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	258	209	0	11	830	231	383	0	734	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	258	209	0	11	830	231	383	0	734	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	52	0	3	208	58	96	0	184	0	0	0
Total Analysis Volume [veh/h]	258	209	0	11	830	231	383	0	734	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.04	0.00	0.01	0.24	0.14	0.12	0.00	0.15	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.523											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	172.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.139

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	19	6	31	33	7	176	81	885	36	19	885	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	6	31	33	7	176	81	885	36	19	885	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	8	8	2	44	20	221	9	5	221	5
Total Analysis Volume [veh/h]	19	6	31	33	7	176	81	885	36	19	885	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.47	0.12	0.06	0.57	0.14	0.32	0.11	0.01	0.00	0.03	0.01	0.00
d_M, Delay for Movement [s/veh]	150.83	132.26	67.90	163.65	172.88	107.67	10.41	0.00	0.00	10.01	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	3.06	3.06	3.06	9.40	9.40	9.40	0.36	0.00	0.00	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	76.40	76.40	76.40	235.01	235.01	235.01	9.09	0.00	0.00	1.98	0.00	0.00
d_A, Approach Delay [s/veh]	102.93			118.34			0.84			0.21		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	14.71											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.050

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	465	2047	224	161	1178	144	161	723	183	92	830	212
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	465	2047	224	161	1178	144	161	723	183	92	830	212
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	512	56	40	295	36	40	181	46	23	208	53
Total Analysis Volume [veh/h]	465	2047	224	161	1178	144	161	723	183	92	830	212
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.47	0.47	0.10	0.28	0.28	0.10	0.21	0.11	0.06	0.33	0.33
Intersection LOS	F											
Intersection V/C	1.050											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	748	283	786	154	177	1302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	748	283	786	154	177	1302
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	187	71	197	39	44	326
Total Analysis Volume [veh/h]	748	283	786	154	177	1302
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.18	0.23	0.10	0.11	0.38
Intersection LOS	B					
Intersection V/C	0.665					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.025

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	199	1533	259	104	1009	199	226	805	65	133	1200	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	199	1533	259	104	1009	199	226	805	65	133	1200	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	383	65	26	252	50	57	201	16	33	300	16
Total Analysis Volume [veh/h]	199	1533	259	104	1009	199	226	805	65	133	1200	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.37	0.37	0.07	0.25	0.25	0.14	0.27	0.27	0.08	0.40	0.40
Intersection LOS	F											
Intersection V/C	1.025											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.998

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	133	949	89	74	427	118	176	884	92	84	1407	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	949	89	74	427	118	176	884	92	84	1407	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	237	22	19	107	30	44	221	23	21	352	23
Total Analysis Volume [veh/h]	133	949	89	74	427	118	176	884	92	84	1407	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.32	0.32	0.05	0.17	0.17	0.11	0.31	0.31	0.05	0.47	0.47
Intersection LOS	E											
Intersection V/C	0.998											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.024

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	282	1471	438	160	604	131	92	727	118	138	1306	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	282	1471	438	160	604	131	92	727	118	138	1306	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	368	110	40	151	33	23	182	30	35	327	64
Total Analysis Volume [veh/h]	282	1471	438	160	604	131	92	727	118	138	1306	257
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.43	0.27	0.10	0.15	0.15	0.06	0.21	0.07	0.09	0.38	0.16
Intersection LOS	F											
Intersection V/C	1.024											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.932

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	271	1911	102	202	1123	100	311	842	274	200	1540	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	271	1911	102	202	1123	100	311	842	274	200	1540	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	478	26	51	281	25	78	211	69	50	385	67
Total Analysis Volume [veh/h]	271	1911	102	202	1123	100	311	842	274	200	1540	267
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.42	0.42	0.06	0.22	0.06	0.10	0.17	0.17	0.06	0.30	0.17
Intersection LOS	E											
Intersection V/C	0.932											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.964

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	222	1069	279	124	301	91	108	1054	105	103	1885	296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	1069	279	124	301	91	108	1054	105	103	1885	296
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	267	70	31	75	23	27	264	26	26	471	74
Total Analysis Volume [veh/h]	222	1069	279	124	301	91	108	1054	105	103	1885	296
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.31	0.17	0.08	0.09	0.06	0.07	0.24	0.24	0.06	0.45	0.45
Intersection LOS	E											
Intersection V/C	0.964											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	304	58	161	32	20	44	40	1414	158	107	1767	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	304	58	161	32	20	44	40	1414	158	107	1767	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	15	40	8	5	11	10	354	40	27	442	13
Total Analysis Volume [veh/h]	304	58	161	32	20	44	40	1414	158	107	1767	52
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.03	0.10	0.02	0.04	0.04	0.03	0.33	0.33	0.07	0.38	0.38
Intersection LOS	B											
Intersection V/C	0.684											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.913

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	385	1648	289	252	979	144	398	914	200	295	1718	325
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	385	1648	289	252	979	144	398	914	200	295	1718	325
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	412	72	63	245	36	100	229	50	74	430	81
Total Analysis Volume [veh/h]	385	1648	289	252	979	144	398	914	200	295	1718	325
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.32	0.18	0.08	0.23	0.23	0.12	0.18	0.13	0.09	0.34	0.20
Intersection LOS	E											
Intersection V/C	0.913											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.015

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	147	737	83	95	263	219	232	1134	70	69	2225	197
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	147	737	83	95	263	219	232	1134	70	69	2225	197
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	184	21	24	66	55	58	284	18	17	556	49
Total Analysis Volume [veh/h]	147	737	83	95	263	219	232	1134	70	69	2225	197
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.26	0.26	0.06	0.15	0.15	0.15	0.25	0.25	0.04	0.50	0.50
Intersection LOS	F											
Intersection V/C	1.015											

Intersection Level Of Service Report

Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.861

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	542	1334	372	316	446	309	331	711	66	240	1760	508
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	542	1334	372	316	446	309	331	711	66	240	1760	508
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	136	334	93	79	112	77	83	178	17	60	440	127
Total Analysis Volume [veh/h]	542	1334	372	316	446	309	331	711	66	240	1760	508
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.26	0.23	0.10	0.09	0.19	0.10	0.14	0.04	0.08	0.35	0.32
Intersection LOS	D											
Intersection V/C	0.861											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Two-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	262	88	77	109	109	163
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	262	88	77	109	109	163
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	22	19	27	27	41
Total Analysis Volume [veh/h]	262	88	77	109	109	163
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.06	0.00	0.24	0.19
d_M, Delay for Movement [s/veh]	0.00	0.00	8.19	0.00	15.29	10.33
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.20	0.00	0.92	0.72
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.11	0.00	22.92	17.96
d_A, Approach Delay [s/veh]	0.00		3.39		12.32	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.93					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↑ ↱			↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	243	2178	89	224	1280	152	209	36	153	116	76	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	243	2178	89	224	1280	152	209	36	153	116	76	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	545	22	56	320	38	52	9	38	29	19	32
Total Analysis Volume [veh/h]	243	2178	89	224	1280	152	209	36	153	116	76	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.43	0.06	0.07	0.25	0.10	0.13	0.15	0.10	0.07	0.13	0.13
Intersection LOS	D											
Intersection V/C	0.805											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	226	2045	453	162	1367	101	259	540	106	322	765	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	226	2045	453	162	1367	101	259	540	106	322	765	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	511	113	41	342	25	65	135	27	81	191	48
Total Analysis Volume [veh/h]	226	2045	453	162	1367	101	259	540	106	322	765	193
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.40	0.28	0.05	0.31	0.31	0.08	0.20	0.20	0.10	0.23	0.12
Intersection LOS	D											
Intersection V/C	0.808											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.764

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	252	1319	680	90	433	43	117	689	174	378	985	270
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	252	1319	680	90	433	43	117	689	174	378	985	270
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	330	170	23	108	11	29	172	44	95	246	68
Total Analysis Volume [veh/h]	252	1319	680	90	433	43	117	689	174	378	985	270
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.39	0.00	0.03	0.10	0.10	0.04	0.18	0.18	0.12	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.764											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.597

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	56	70	157	42	25	138	180	1189	54	108	1425	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	70	157	42	25	138	180	1189	54	108	1425	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	39	11	6	35	45	297	14	27	356	31
Total Analysis Volume [veh/h]	56	70	157	42	25	138	180	1189	54	108	1425	125
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.03	0.01	0.09	0.06	0.23	0.03	0.03	0.32	0.32
Intersection LOS	A											
Intersection V/C	0.597											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	59.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↱			↱ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	0	0	143	0	0	127	138	1248	54	97	1581	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	143	0	0	127	138	1248	54	97	1581	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	36	0	0	32	35	312	14	24	395	10
Total Analysis Volume [veh/h]	0	0	143	0	0	127	138	1248	54	97	1581	39
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.41	0.00	0.00	0.46	0.71	0.01	0.00	0.35	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	22.01	0.00	0.00	21.80	59.24	0.00	0.00	24.62	0.00	0.00
Movement LOS			C			C	F	A	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.91	0.00	0.00	0.86	4.49	0.00	0.00	1.50	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	47.72	0.00	0.00	21.58	112.30	0.00	0.00	37.50	0.00	0.00
d_A, Approach Delay [s/veh]	22.01			21.80			5.68			1.39		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	4.81											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.795

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	729	1585	250	229	910	239	326	690	258	297	1138	379
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	729	1585	250	229	910	239	326	690	258	297	1138	379
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	182	396	63	57	228	60	82	173	65	74	285	95
Total Analysis Volume [veh/h]	729	1585	250	229	910	239	326	690	258	297	1138	379
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.31	0.16	0.07	0.18	0.15	0.10	0.15	0.15	0.09	0.22	0.24
Intersection LOS	C											
Intersection V/C	0.795											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	77	380	76	48	98	188	262	788	92	84	901	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	380	76	48	98	188	262	788	92	84	901	110
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	95	19	12	25	47	66	197	23	21	225	28
Total Analysis Volume [veh/h]	77	380	76	48	98	188	262	788	92	84	901	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.05	0.03	0.09	0.09	0.08	0.18	0.18	0.03	0.21	0.21
Intersection LOS	A											
Intersection V/C	0.484											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↑↱↱			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	846	1151	0	9	272	364	639	0	527	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	846	1151	0	9	272	364	639	0	527	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	212	288	0	2	68	91	160	0	132	0	0	0
Total Analysis Volume [veh/h]	846	1151	0	9	272	364	639	0	527	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.24	0.00	0.01	0.08	0.23	0.20	0.00	0.00	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.742											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	187.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			┐║├			┐║├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	29	2	24	13	2	67	100	714	56	44	1129	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	2	24	13	2	67	100	714	56	44	1129	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	6	3	1	17	25	179	14	11	282	11
Total Analysis Volume [veh/h]	29	2	24	13	2	67	100	714	56	44	1129	42
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.63	0.06	0.04	0.36	0.06	0.15	0.17	0.01	0.00	0.05	0.01	0.00
d_M, Delay for Movement [s/veh]	162.30	187.14	89.49	131.60	137.40	40.74	12.31	0.00	0.00	9.52	0.00	0.00
Movement LOS	F	F	F	F	F	E	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.45	3.45	3.45	2.84	2.84	2.84	0.60	0.00	0.00	0.17	0.00	0.00
95th-Percentile Queue Length [ft/ln]	86.17	86.17	86.17	71.07	71.07	71.07	15.09	0.00	0.00	4.14	0.00	0.00
d_A, Approach Delay [s/veh]	131.43			57.50			1.41			0.34		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	6.12											
Intersection LOS	F											

APPENDIX D-XVIII

CITY OF COSTA MESA/IRVINE YEAR 2032
CUMULATIVE TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	209	1215	198	229	1984	158	61	369	73	360	340	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	209	1215	198	229	1984	158	61	369	73	360	340	146
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	304	50	57	496	40	15	92	18	90	85	37
Total Analysis Volume [veh/h]	209	1215	198	229	1984	158	61	369	73	360	340	146
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.25	0.12	0.07	0.45	0.45	0.02	0.14	0.14	0.11	0.11	0.09
Intersection LOS	C											
Intersection V/C	0.762											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	48	328	194	233	699	57	57	754	231	160	429	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	328	194	233	699	57	57	754	231	160	429	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	82	49	58	175	14	14	189	58	40	107	19
Total Analysis Volume [veh/h]	48	328	194	233	699	57	57	754	231	160	429	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.10	0.00	0.07	0.16	0.16	0.02	0.21	0.21	0.05	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.431											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.324

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↰↑↑↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	9	12	70	12	76	45	1264	31	12	584	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	9	12	70	12	76	45	1264	31	12	584	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	18	3	19	11	316	8	3	146	8
Total Analysis Volume [veh/h]	4	9	12	70	12	76	45	1264	31	12	584	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.01	0.05	0.01	0.26	0.02	0.00	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.324											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	106	556	153	275	1578	116	127	1057	426	279	498	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	556	153	275	1578	116	127	1057	426	279	498	184
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	139	38	69	395	29	32	264	107	70	125	46
Total Analysis Volume [veh/h]	106	556	153	275	1578	116	127	1057	426	279	498	184
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.12	0.10	0.09	0.33	0.07	0.04	0.23	0.23	0.09	0.10	0.12
Intersection LOS	B											
Intersection V/C	0.681											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.340

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑⬏			↰↰↑↑⬏			↰↰↑↑⬏		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	40	93	103	140	110	181	104	730	78	63	407	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	93	103	140	110	181	104	730	78	63	407	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	23	26	35	28	45	26	183	20	16	102	8
Total Analysis Volume [veh/h]	40	93	103	140	110	181	104	730	78	63	407	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.06	0.09	0.09	0.09	0.03	0.17	0.17	0.02	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.340											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	258	209	0	11	830	231	383	0	734	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	258	209	0	11	830	231	383	0	734	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	52	0	3	208	58	96	0	184	0	0	0
Total Analysis Volume [veh/h]	258	209	0	11	830	231	383	0	734	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.04	0.00	0.01	0.26	0.14	0.12	0.00	0.15	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.489											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	180	624	406	75	350	120	154	1491	283	174	413	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	624	406	75	350	120	154	1491	283	174	413	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	156	102	19	88	30	39	373	71	44	103	20
Total Analysis Volume [veh/h]	180	624	406	75	350	120	154	1491	283	174	413	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.18	0.24	0.02	0.14	0.14	0.05	0.35	0.35	0.05	0.10	0.10
Intersection LOS	C											
Intersection V/C	0.710											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.782

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	216	1038	174	38	2291	164	52	112	214	271	229	273
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	1038	174	38	2291	164	52	112	214	271	229	273
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	260	44	10	573	41	13	28	54	68	57	68
Total Analysis Volume [veh/h]	216	1038	174	38	2291	164	52	112	214	271	229	273
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.22	0.11	0.01	0.51	0.51	0.03	0.07	0.07	0.08	0.07	0.17
Intersection LOS	C											
Intersection V/C	0.782											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.378

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	113	430	36	13	967	34	66	36	212	4	6	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	430	36	13	967	34	66	36	212	4	6	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	108	9	3	242	9	17	9	53	1	2	1
Total Analysis Volume [veh/h]	113	430	36	13	967	34	66	36	212	4	6	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.09	0.02	0.00	0.21	0.21	0.02	0.02	0.13	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.378											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	61	1179	872	163	2263	17	8	2	9	340	17	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	1179	872	163	2263	17	8	2	9	340	17	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	295	218	41	566	4	2	1	2	85	4	32
Total Analysis Volume [veh/h]	61	1179	872	163	2263	17	8	2	9	340	17	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.18	0.00	0.05	0.35	0.01	0.01	0.00	0.01	0.07	0.01	0.08
Intersection LOS	A											
Intersection V/C	0.458											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.333

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↱			↰↰↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	20	539	197	118	1083	6	13	25	34	173	8	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	539	197	118	1083	6	13	25	34	173	8	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	135	49	30	271	2	3	6	9	43	2	15
Total Analysis Volume [veh/h]	20	539	197	118	1083	6	13	25	34	173	8	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.15	0.15	0.07	0.23	0.23	0.01	0.04	0.04	0.05	0.06	0.04
Intersection LOS	A											
Intersection V/C	0.333											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	45	853	88	360	1431	33	139	238	43	116	85	172
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	853	88	360	1431	33	139	238	43	116	85	172
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	213	22	90	358	8	35	60	11	29	21	43
Total Analysis Volume [veh/h]	45	853	88	360	1431	33	139	238	43	116	85	172
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.20	0.20	0.11	0.31	0.31	0.09	0.18	0.18	0.07	0.05	0.11
Intersection LOS	B											
Intersection V/C	0.616											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	249	1292	644	233	1086	249	290	675	211	371	354	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	249	1292	644	233	1086	249	290	675	211	371	354	129
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	323	161	58	272	62	73	169	53	93	89	32
Total Analysis Volume [veh/h]	249	1292	644	233	1086	249	290	675	211	371	354	129
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.27	0.29	0.07	0.17	0.16	0.09	0.21	0.13	0.12	0.07	0.08
Intersection LOS	B											
Intersection V/C	0.686											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	93	142	39	143	268	429	538	1092	260	33	511	113
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	142	39	143	268	429	538	1092	260	33	511	113
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	36	10	36	67	107	135	273	65	8	128	28
Total Analysis Volume [veh/h]	93	142	39	143	268	429	538	1092	260	33	511	113
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.11	0.11	0.04	0.17	0.00	0.17	0.42	0.42	0.02	0.13	0.13
Intersection LOS	B											
Intersection V/C	0.669											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	42	388	223	538	868	223	306	860	77	227	409	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	388	223	538	868	223	306	860	77	227	409	304
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	97	56	135	217	56	77	215	19	57	102	76
Total Analysis Volume [veh/h]	42	388	223	538	868	223	306	860	77	227	409	304
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.08	0.07	0.17	0.18	0.04	0.10	0.29	0.29	0.07	0.13	0.19
Intersection LOS	B											
Intersection V/C	0.613											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.388

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	321	757	4	51	930	428	0	0	0	2	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	321	757	4	51	930	428	0	0	0	2	0	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	189	1	13	233	107	0	0	0	1	0	2
Total Analysis Volume [veh/h]	321	757	4	51	930	428	0	0	0	2	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.16	0.16	0.03	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.388											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	670	56	45	898	0	342	64	606	65	0	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	670	56	45	898	0	342	64	606	65	0	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	168	14	11	225	0	86	16	152	16	0	19
Total Analysis Volume [veh/h]	0	670	56	45	898	0	342	64	606	65	0	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.15	0.03	0.19	0.00	0.11	0.13	0.38	0.04	0.00	0.05
Intersection LOS	B											
Intersection V/C	0.612											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.797

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑⮥			↰↰↑⮥			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	226	2045	453	162	1367	101	259	540	106	322	765	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	226	2045	453	162	1367	101	259	540	106	322	765	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	511	113	41	342	25	65	135	27	81	191	48
Total Analysis Volume [veh/h]	226	2045	453	162	1367	101	259	540	106	322	765	193
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.43	0.28	0.05	0.31	0.31	0.08	0.20	0.20	0.10	0.24	0.12
Intersection LOS	C											
Intersection V/C	0.797											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.738

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	252	1319	680	90	433	43	117	689	174	378	985	270
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	252	1319	680	90	433	43	117	689	174	378	985	270
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	330	170	23	108	11	29	172	44	95	246	68
Total Analysis Volume [veh/h]	252	1319	680	90	433	43	117	689	174	378	985	270
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.41	0.00	0.03	0.10	0.10	0.04	0.18	0.18	0.12	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.738											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	56	70	157	42	25	138	180	1189	54	108	1425	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	70	157	42	25	138	180	1189	54	108	1425	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	39	11	6	35	45	297	14	27	356	31
Total Analysis Volume [veh/h]	56	70	157	42	25	138	180	1189	54	108	1425	125
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.03	0.02	0.09	0.06	0.25	0.03	0.03	0.32	0.32
Intersection LOS	A											
Intersection V/C	0.547											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	729	1585	250	229	910	239	326	690	258	297	1138	379
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	729	1585	250	229	910	239	326	690	258	297	1138	379
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	182	396	63	57	228	60	82	173	65	74	285	95
Total Analysis Volume [veh/h]	729	1585	250	229	910	239	326	690	258	297	1138	379
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.33	0.16	0.07	0.19	0.15	0.10	0.15	0.15	0.09	0.24	0.24
Intersection LOS	C											
Intersection V/C	0.756											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.441

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	77	380	76	48	98	188	262	788	92	84	901	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	380	76	48	98	188	262	788	92	84	901	110
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	95	19	12	25	47	66	197	23	21	225	28
Total Analysis Volume [veh/h]	77	380	76	48	98	188	262	788	92	84	901	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.05	0.03	0.09	0.09	0.08	0.18	0.18	0.03	0.21	0.21
Intersection LOS	A											
Intersection V/C	0.441											

Intersection Level Of Service Report

Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	846	1151	0	9	272	364	639	0	527	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	846	1151	0	9	272	364	639	0	527	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	212	288	0	2	68	91	160	0	132	0	0	0
Total Analysis Volume [veh/h]	846	1151	0	9	272	364	639	0	527	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.24	0.00	0.01	0.09	0.23	0.20	0.00	0.00	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.692											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.899

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	462	998	269	83	603	325	220	851	212	313	1815	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	462	998	269	83	603	325	220	851	212	313	1815	99
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	250	67	21	151	81	55	213	53	78	454	25
Total Analysis Volume [veh/h]	462	998	269	83	603	325	220	851	212	313	1815	99
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.29	0.16	0.02	0.27	0.27	0.06	0.21	0.21	0.09	0.38	0.38
Intersection LOS	D											
Intersection V/C	0.899											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.921

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	151	2105	279	93	1174	140	226	276	590	222	354	499
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	2105	279	93	1174	140	226	276	590	222	354	499
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	526	70	23	294	35	57	69	148	56	89	125
Total Analysis Volume [veh/h]	151	2105	279	93	1174	140	226	276	590	222	354	499
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.44	0.17	0.03	0.27	0.27	0.14	0.18	0.18	0.07	0.11	0.31
Intersection LOS	E											
Intersection V/C	0.921											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	217	1637	55	63	814	180	309	129	341	84	56	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	1637	55	63	814	180	309	129	341	84	56	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	409	14	16	204	45	77	32	85	21	14	14
Total Analysis Volume [veh/h]	217	1637	55	63	814	180	309	129	341	84	56	56
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.34	0.03	0.02	0.21	0.21	0.10	0.08	0.21	0.03	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.600											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.720

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↑↱			↰↰↑↑↑↑↱			↰↑↱			↰↰↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	400	2335	969	191	1846	79	88	23	151	963	53	285
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	400	2335	969	191	1846	79	88	23	151	963	53	285
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	584	242	48	462	20	22	6	38	241	13	71
Total Analysis Volume [veh/h]	400	2335	969	191	1846	79	88	23	151	963	53	285
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.36	0.00	0.06	0.29	0.05	0.06	0.01	0.09	0.20	0.03	0.18
Intersection LOS	C											
Intersection V/C	0.720											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.643

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	36	1709	256	156	1129	18	8	9	40	204	18	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	1709	256	156	1129	18	8	9	40	204	18	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	427	64	39	282	5	2	2	10	51	5	42
Total Analysis Volume [veh/h]	36	1709	256	156	1129	18	8	9	40	204	18	168
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.41	0.41	0.10	0.24	0.24	0.01	0.03	0.03	0.06	0.07	0.11
Intersection LOS	B											
Intersection V/C	0.643											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.890

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	123	1378	114	266	1537	92	272	220	64	259	257	474
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	1378	114	266	1537	92	272	220	64	259	257	474
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	345	29	67	384	23	68	55	16	65	64	119
Total Analysis Volume [veh/h]	123	1378	114	266	1537	92	272	220	64	259	257	474
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.31	0.31	0.08	0.34	0.34	0.17	0.18	0.18	0.16	0.16	0.30
Intersection LOS	D											
Intersection V/C	0.890											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.748

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	351	1154	424	277	1247	376	326	550	212	741	1090	186
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	351	1154	424	277	1247	376	326	550	212	741	1090	186
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	289	106	69	312	94	82	138	53	185	273	47
Total Analysis Volume [veh/h]	351	1154	424	277	1247	376	326	550	212	741	1090	186
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.24	0.03	0.09	0.19	0.24	0.10	0.17	0.13	0.23	0.23	0.12
Intersection LOS	C											
Intersection V/C	0.748											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	255	222	24	180	257	772	431	694	155	13	1391	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	222	24	180	257	772	431	694	155	13	1391	190
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	56	6	45	64	193	108	174	39	3	348	48
Total Analysis Volume [veh/h]	255	222	24	180	257	772	431	694	155	13	1391	190
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.15	0.15	0.06	0.16	0.11	0.13	0.27	0.27	0.01	0.33	0.33
Intersection LOS	C											
Intersection V/C	0.784											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.767

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	209	879	241	523	758	524	313	496	90	229	1032	477
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	209	879	241	523	758	524	313	496	90	229	1032	477
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	220	60	131	190	131	78	124	23	57	258	119
Total Analysis Volume [veh/h]	209	879	241	523	758	524	313	496	90	229	1032	477
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.18	0.08	0.16	0.16	0.23	0.10	0.18	0.18	0.07	0.32	0.30
Intersection LOS	C											
Intersection V/C	0.767											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	730	1387	9	58	661	613	0	0	0	4	4	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	730	1387	9	58	661	613	0	0	0	4	4	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	183	347	2	15	165	153	0	0	0	1	1	3
Total Analysis Volume [veh/h]	730	1387	9	58	661	613	0	0	0	4	4	13
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.29	0.29	0.04	0.27	0.27	0.00	0.00	0.00	0.00	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.507											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.655

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	2123	15	15	616	0	491	13	288	20	0	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2123	15	15	616	0	491	13	288	20	0	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	531	4	4	154	0	123	3	72	5	0	8
Total Analysis Volume [veh/h]	0	2123	15	15	616	0	491	13	288	20	0	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.45	0.45	0.01	0.13	0.00	0.15	0.16	0.18	0.01	0.00	0.02
Intersection LOS	B											
Intersection V/C	0.655											

APPENDIX D-XIX

CITY OF SANTA ANA YEAR 2032 CUMULATIVE PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.903

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	120	1218	157	234	2297	163	88	509	190	222	564	229
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	1218	157	234	2297	163	88	509	190	222	564	229
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	305	39	59	574	41	22	127	48	56	141	57
Total Analysis Volume [veh/h]	120	1218	157	234	2297	163	88	509	190	222	564	229
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.29	0.29	0.15	0.51	0.51	0.06	0.15	0.12	0.14	0.25	0.25
Intersection LOS	E											
Intersection V/C	0.903											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	288	218	997	356	270	793
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	288	218	997	356	270	793
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	55	249	89	68	198
Total Analysis Volume [veh/h]	288	218	997	356	270	793
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.14	0.29	0.22	0.17	0.23
Intersection LOS	B					
Intersection V/C	0.646					

Intersection Level Of Service Report

Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.914

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	88	915	172	318	1181	136	214	1018	98	144	627	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	915	172	318	1181	136	214	1018	98	144	627	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	229	43	80	295	34	54	255	25	36	157	21
Total Analysis Volume [veh/h]	88	915	172	318	1181	136	214	1018	98	144	627	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.23	0.23	0.20	0.27	0.27	0.13	0.35	0.35	0.09	0.22	0.22
Intersection LOS	E											
Intersection V/C	0.914											

Intersection Level Of Service Report

Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.861

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	70	398	81	109	615	133	173	1210	330	83	627	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	398	81	109	615	133	173	1210	330	83	627	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	100	20	27	154	33	43	303	83	21	157	17
Total Analysis Volume [veh/h]	70	398	81	109	615	133	173	1210	330	83	627	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.15	0.07	0.23	0.23	0.11	0.48	0.48	0.05	0.22	0.22
Intersection LOS	D											
Intersection V/C	0.861											

Intersection Level Of Service Report

Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.827

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	124	536	230	267	1209	116	113	1089	289	165	566	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	536	230	267	1209	116	113	1089	289	165	566	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	134	58	67	302	29	28	272	72	41	142	29
Total Analysis Volume [veh/h]	124	536	230	267	1209	116	113	1089	289	165	566	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.16	0.14	0.17	0.28	0.28	0.07	0.32	0.18	0.10	0.17	0.07
Intersection LOS	D											
Intersection V/C	0.827											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.793

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	276	912	100	343	1777	193	142	1153	168	262	600	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	276	912	100	343	1777	193	142	1153	168	262	600	169
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	228	25	86	444	48	36	288	42	66	150	42
Total Analysis Volume [veh/h]	276	912	100	343	1777	193	142	1153	168	262	600	169
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.21	0.21	0.11	0.35	0.12	0.04	0.23	0.11	0.08	0.12	0.11
Intersection LOS	C											
Intersection V/C	0.793											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.819

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	90	311	132	228	840	333	108	1872	127	78	1377	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	311	132	228	840	333	108	1872	127	78	1377	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	78	33	57	210	83	27	468	32	20	344	33
Total Analysis Volume [veh/h]	90	311	132	228	840	333	108	1872	127	78	1377	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.09	0.08	0.14	0.25	0.21	0.07	0.42	0.42	0.05	0.31	0.31
Intersection LOS	D											
Intersection V/C	0.819											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	136	9	39	81	25	69	20	1681	130	52	1599	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	9	39	81	25	69	20	1681	130	52	1599	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	2	10	20	6	17	5	420	33	13	400	6
Total Analysis Volume [veh/h]	136	9	39	81	25	69	20	1681	130	52	1599	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.01	0.02	0.05	0.06	0.06	0.01	0.38	0.38	0.03	0.34	0.34
Intersection LOS	B											
Intersection V/C	0.604											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑⊢			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	103	664	244	366	1644	166	216	1609	317	269	1043	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	664	244	366	1644	166	216	1609	317	269	1043	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	166	61	92	411	42	54	402	79	67	261	38
Total Analysis Volume [veh/h]	103	664	244	366	1644	166	216	1609	317	269	1043	150
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.15	0.11	0.38	0.38	0.07	0.32	0.20	0.08	0.20	0.09
Intersection LOS	D											
Intersection V/C	0.859											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	24	171	81	182	401	300	203	2245	89	61	1094	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	171	81	182	401	300	203	2245	89	61	1094	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	43	20	46	100	75	51	561	22	15	274	16
Total Analysis Volume [veh/h]	24	171	81	182	401	300	203	2245	89	61	1094	65
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.08	0.11	0.22	0.22	0.13	0.49	0.49	0.04	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.808											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.857

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	61	359	312	716	954	213	266	1705	281	173	567	242
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	359	312	716	954	213	266	1705	281	173	567	242
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	90	78	179	239	53	67	426	70	43	142	61
Total Analysis Volume [veh/h]	61	359	312	716	954	213	266	1705	281	173	567	242
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.07	0.20	0.22	0.19	0.13	0.08	0.33	0.18	0.05	0.11	0.15
Intersection LOS	D											
Intersection V/C	0.857											

Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.738

Intersection Setup

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	1074	0	1022	0	1798	1190	0	1453	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1074	0	1022	0	1798	1190	0	1453	164
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	269	0	256	0	450	298	0	363	41
Total Analysis Volume [veh/h]	0	0	0	1074	0	1022	0	1798	1190	0	1453	164
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.34	0.00	0.32	0.00	0.35	0.00	0.00	0.28	0.00
Intersection LOS	C											
Intersection V/C	0.738											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.089

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	80	3	30	89	8	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	3	30	89	8	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	1	8	22	2	9
Total Analysis Volume [veh/h]	80	3	30	89	8	37
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

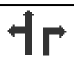
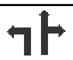
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.02	0.03	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.089					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	34	912	40	89	2123	43	141	0	47	39	0	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	912	40	89	2123	43	141	0	47	39	0	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	228	10	22	531	11	35	0	12	10	0	5
Total Analysis Volume [veh/h]	34	912	40	89	2123	43	141	0	47	39	0	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.03	0.03	0.45	0.45	0.09	0.00	0.03	0.02	0.00	0.01
Intersection LOS	B											
Intersection V/C	0.611											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑⊢			↰↰↑⊢			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	209	1215	200	229	1984	158	61	369	73	366	340	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	209	1215	200	229	1984	158	61	369	73	366	340	146
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	304	50	57	496	40	15	92	18	92	85	37
Total Analysis Volume [veh/h]	209	1215	200	229	1984	158	61	369	73	366	340	146
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.24	0.13	0.07	0.45	0.45	0.02	0.14	0.14	0.11	0.10	0.09
Intersection LOS	D											
Intersection V/C	0.814											

Intersection Level Of Service Report

Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	48	328	215	233	699	57	57	756	231	212	435	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	328	215	233	699	57	57	756	231	212	435	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	82	54	58	175	14	14	189	58	53	109	19
Total Analysis Volume [veh/h]	48	328	215	233	699	57	57	756	231	212	435	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.10	0.00	0.07	0.16	0.16	0.02	0.21	0.21	0.07	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.494											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	9	12	73	12	83	55	1278	31	53	636	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	9	12	73	12	83	55	1278	31	53	636	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	18	3	21	14	320	8	13	159	9
Total Analysis Volume [veh/h]	4	9	12	73	12	83	55	1278	31	53	636	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.05	0.01	0.05	0.02	0.25	0.02	0.02	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.376											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.385

Intersection Setup

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	12	68	0	37	35	1154	32	60	635	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	12	68	0	37	35	1154	32	60	635	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	289	8	15	159	12
Total Analysis Volume [veh/h]	10	0	12	68	0	37	35	1154	32	60	635	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.04	0.00	0.02	0.02	0.25	0.25	0.04	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.385											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	148	600	153	286	1726	133	138	1077	496	279	505	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	600	153	286	1726	133	138	1077	496	279	505	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	150	38	72	432	33	35	269	124	70	126	47
Total Analysis Volume [veh/h]	148	600	153	286	1726	133	138	1077	496	279	505	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.10	0.09	0.34	0.08	0.04	0.25	0.25	0.09	0.10	0.12
Intersection LOS	C											
Intersection V/C	0.768											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.396

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	40	93	103	140	110	181	104	761	78	63	417	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	93	103	140	110	181	104	761	78	63	417	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	23	26	35	28	45	26	190	20	16	104	8
Total Analysis Volume [veh/h]	40	93	103	140	110	181	104	761	78	63	417	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.06	0.09	0.09	0.09	0.03	0.17	0.17	0.02	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.396											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.533

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↑↱↱			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	268	209	0	11	830	231	383	0	765	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	268	209	0	11	830	231	383	0	765	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	52	0	3	208	58	96	0	191	0	0	0
Total Analysis Volume [veh/h]	268	209	0	11	830	231	383	0	765	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.04	0.00	0.01	0.24	0.14	0.12	0.00	0.16	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.533											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.125

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1421	664	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1421	664	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	355	166	9
Total Analysis Volume [veh/h]	0	69	0	1421	664	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.44	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.43	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.63	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.44		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1735	1419	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1735	1419	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	434	355	2
Total Analysis Volume [veh/h]	0	3	0	1735	1419	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	16.31	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.71	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.31		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1276	25	26	2217	41	76	0	80	18	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1276	25	26	2217	41	76	0	80	18	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	319	6	7	554	10	19	0	20	5	0	6
Total Analysis Volume [veh/h]	38	1276	25	26	2217	41	76	0	80	18	0	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.25	0.02	0.02	0.47	0.47	0.05	0.00	0.10	0.01	0.00	0.03
Intersection LOS	B											
Intersection V/C	0.641											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1353	2269	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1353	2269	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	338	567	0	0	0
Total Analysis Volume [veh/h]	0	1353	2269	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	26.36
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		26.36	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	30.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.138

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	1045	2264	22	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1045	2264	22	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	261	566	6	0	6
Total Analysis Volume [veh/h]	0	1045	2264	22	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.14
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	30.08
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.47
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	11.72
d_A, Approach Delay [s/veh]	0.00		0.00		30.08	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	30.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.138

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	1045	2262	22	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1045	2262	22	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	261	566	6	0	6
Total Analysis Volume [veh/h]	0	1045	2262	22	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.14
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	30.03
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.47
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	11.70
d_A, Approach Delay [s/veh]	0.00		0.00		30.03	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	31.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.306

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	59	2087	7	0	1308
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	59	2087	7	0	1308
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	522	2	0	327
Total Analysis Volume [veh/h]	0	59	2087	7	0	1308
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.31	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	31.67	0.00	0.00	0.00	0.00
Movement LOS		D	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	1.23	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	30.77	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.67		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.54					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	0	2094	0	0	1308
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	2094	0	0	1308
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	524	0	0	327
Total Analysis Volume [veh/h]	0	0	2094	0	0	1308
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	23.66	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.66		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	181	0	0	230	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	0	0	230	0	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	0	0	58	0	4
Total Analysis Volume [veh/h]	181	0	0	230	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.86
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.37
d_A, Approach Delay [s/veh]	0.00		0.00		8.86	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	147	0	0	179	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	147	0	0	179	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	0	0	45	0	1
Total Analysis Volume [veh/h]	147	0	0	179	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.71
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.15
d_A, Approach Delay [s/veh]	0.00		0.00		8.71	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	111	8	0	138	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	111	8	0	138	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	2	0	35	0	3
Total Analysis Volume [veh/h]	111	8	0	138	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.66
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.84
d_A, Approach Delay [s/veh]	0.00		0.00		8.66	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	198	0	0	230	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	0	0	230	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	0	0	58	0	0
Total Analysis Volume [veh/h]	198	0	0	230	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.84
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.84	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	0	126	23	79	152	8	0	0	0	13	1	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	126	23	79	152	8	0	0	0	13	1	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	32	6	20	38	2	0	0	0	3	0	3
Total Analysis Volume [veh/h]	0	126	23	79	152	8	0	0	0	13	1	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	7.54	0.00	0.00	7.66	0.00	0.00	0.00	0.00	0.00	11.97	12.69	8.76
Movement LOS	A	A	A	A	A	A				B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.08	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	4.38	0.00	0.00	0.00	0.00	0.00	1.89	1.10	1.10
d_A, Approach Delay [s/veh]	0.00			2.53			0.00			10.52		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.12											
Intersection LOS	B											

Intersection Level Of Service Report

Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	183.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.143

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	19	6	31	33	7	176	81	888	36	19	899	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	6	31	33	7	176	81	888	36	19	899	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	8	8	2	44	20	222	9	5	225	5
Total Analysis Volume [veh/h]	19	6	31	33	7	176	81	888	36	19	899	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.49	0.12	0.06	0.59	0.14	0.32	0.11	0.01	0.00	0.03	0.01	0.00
d_M, Delay for Movement [s/veh]	157.17	138.02	71.78	174.13	183.27	116.22	10.48	0.00	0.00	10.03	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	3.14	3.14	3.14	9.73	9.73	9.73	0.37	0.00	0.00	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	78.49	78.49	78.49	243.36	243.36	243.36	9.21	0.00	0.00	1.99	0.00	0.00
d_A, Approach Delay [s/veh]	107.85			127.24			0.84			0.20		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	15.60											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.058

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	465	2047	224	170	1178	144	161	732	183	92	833	215
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	465	2047	224	170	1178	144	161	732	183	92	833	215
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	512	56	43	295	36	40	183	46	23	208	54
Total Analysis Volume [veh/h]	465	2047	224	170	1178	144	161	732	183	92	833	215
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.47	0.47	0.11	0.28	0.28	0.10	0.22	0.11	0.06	0.33	0.33
Intersection LOS	F											
Intersection V/C	1.058											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.667

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	752	283	794	165	177	1305
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	752	283	794	165	177	1305
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	188	71	199	41	44	326
Total Analysis Volume [veh/h]	752	283	794	165	177	1305
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.18	0.23	0.10	0.11	0.38
Intersection LOS	B					
Intersection V/C	0.667					

Intersection Level Of Service Report

Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.030

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	202	1554	265	104	1047	199	226	805	73	144	1200	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	1554	265	104	1047	199	226	805	73	144	1200	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	389	66	26	262	50	57	201	18	36	300	16
Total Analysis Volume [veh/h]	202	1554	265	104	1047	199	226	805	73	144	1200	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.38	0.38	0.07	0.26	0.26	0.14	0.27	0.27	0.09	0.40	0.40
Intersection LOS	F											
Intersection V/C	1.030											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.003

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	133	953	89	74	437	118	176	890	92	84	1418	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	953	89	74	437	118	176	890	92	84	1418	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	238	22	19	109	30	44	223	23	21	355	23
Total Analysis Volume [veh/h]	133	953	89	74	437	118	176	890	92	84	1418	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.33	0.33	0.05	0.17	0.17	0.11	0.31	0.31	0.05	0.47	0.47
Intersection LOS	F											
Intersection V/C	1.003											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.028

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	282	1471	438	160	604	131	92	733	118	138	1317	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	282	1471	438	160	604	131	92	733	118	138	1317	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	368	110	40	151	33	23	183	30	35	329	64
Total Analysis Volume [veh/h]	282	1471	438	160	604	131	92	733	118	138	1317	257
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.43	0.27	0.10	0.15	0.15	0.06	0.22	0.07	0.09	0.39	0.16
Intersection LOS	F											
Intersection V/C	1.028											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.933

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	271	1911	102	202	1123	100	311	860	274	200	1548	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	271	1911	102	202	1123	100	311	860	274	200	1548	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	478	26	51	281	25	78	215	69	50	387	67
Total Analysis Volume [veh/h]	271	1911	102	202	1123	100	311	860	274	200	1548	267
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.42	0.42	0.06	0.22	0.06	0.10	0.17	0.17	0.06	0.30	0.17
Intersection LOS	E											
Intersection V/C	0.933											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.973

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↑↑↱			↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	222	1069	279	135	301	91	108	1072	105	103	1893	300
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	1069	279	135	301	91	108	1072	105	103	1893	300
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	267	70	34	75	23	27	268	26	26	473	75
Total Analysis Volume [veh/h]	222	1069	279	135	301	91	108	1072	105	103	1893	300
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.31	0.17	0.08	0.09	0.06	0.07	0.25	0.25	0.06	0.46	0.46
Intersection LOS	E											
Intersection V/C	0.973											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	307	58	161	32	20	44	40	1431	171	107	1770	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	307	58	161	32	20	44	40	1431	171	107	1770	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	15	40	8	5	11	10	358	43	27	443	13
Total Analysis Volume [veh/h]	307	58	161	32	20	44	40	1431	171	107	1770	52
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.03	0.10	0.02	0.04	0.04	0.03	0.33	0.33	0.07	0.38	0.38
Intersection LOS	B											
Intersection V/C	0.686											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.919

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	385	1675	322	252	1038	144	399	942	200	401	1721	325
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	385	1675	322	252	1038	144	399	942	200	401	1721	325
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	419	81	63	260	36	100	236	50	100	430	81
Total Analysis Volume [veh/h]	385	1675	322	252	1038	144	399	942	200	401	1721	325
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.33	0.20	0.08	0.25	0.25	0.12	0.18	0.13	0.13	0.34	0.20
Intersection LOS	E											
Intersection V/C	0.919											

Intersection Level Of Service Report

Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.038

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	147	737	83	95	263	229	236	1195	70	69	2321	197
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	147	737	83	95	263	229	236	1195	70	69	2321	197
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	184	21	24	66	57	59	299	18	17	580	49
Total Analysis Volume [veh/h]	147	737	83	95	263	229	236	1195	70	69	2321	197
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.26	0.26	0.06	0.15	0.15	0.15	0.26	0.26	0.04	0.52	0.52
Intersection LOS	F											
Intersection V/C	1.038											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.880

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	542	1334	372	316	446	309	331	772	66	240	1856	508
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	542	1334	372	316	446	309	331	772	66	240	1856	508
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	136	334	93	79	112	77	83	193	17	60	464	127
Total Analysis Volume [veh/h]	542	1334	372	316	446	309	331	772	66	240	1856	508
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.26	0.23	0.10	0.09	0.19	0.10	0.15	0.04	0.08	0.36	0.32
Intersection LOS	D											
Intersection V/C	0.880											

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	324	0	878	0	1399	1180	0	1791	679
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	324	0	878	0	1399	1180	0	1791	679
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	81	0	220	0	350	295	0	448	170
Total Analysis Volume [veh/h]	0	0	0	324	0	878	0	1399	1180	0	1791	679
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.10	0.00	0.27	0.00	0.27	0.00	0.00	0.35	0.00
Intersection LOS	B											
Intersection V/C	0.676											

Intersection Level Of Service Report

Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.198

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	270	12	79	111	6	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	270	12	79	111	6	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	3	20	28	2	16
Total Analysis Volume [veh/h]	270	12	79	111	6	64
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.09	0.05	0.03	0.00	0.04
Intersection LOS	A					
Intersection V/C	0.198					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.715

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰↑ ↱			↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	84	2257	89	224	1410	112	116	0	39	87	0	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	2257	89	224	1410	112	116	0	39	87	0	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	564	22	56	353	28	29	0	10	22	0	32
Total Analysis Volume [veh/h]	84	2257	89	224	1410	112	116	0	39	87	0	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.44	0.06	0.07	0.32	0.32	0.07	0.00	0.02	0.05	0.00	0.08
Intersection LOS	C											
Intersection V/C	0.715											

Intersection Level Of Service Report

Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑⊢			↰↰↑⊢			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	226	2045	455	162	1367	101	259	540	106	324	765	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	226	2045	455	162	1367	101	259	540	106	324	765	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	511	114	41	342	25	65	135	27	81	191	48
Total Analysis Volume [veh/h]	226	2045	455	162	1367	101	259	540	106	324	765	193
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.40	0.28	0.05	0.31	0.31	0.08	0.20	0.20	0.10	0.23	0.12
Intersection LOS	D											
Intersection V/C	0.808											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	252	1319	712	90	433	43	117	691	174	394	987	270
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	252	1319	712	90	433	43	117	691	174	394	987	270
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	330	178	23	108	11	29	173	44	99	247	68
Total Analysis Volume [veh/h]	252	1319	712	90	433	43	117	691	174	394	987	270
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.39	0.00	0.03	0.10	0.10	0.04	0.18	0.18	0.12	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.769											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.610

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	56	70	157	44	25	141	205	1199	54	132	1440	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	70	157	44	25	141	205	1199	54	132	1440	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	39	11	6	35	51	300	14	33	360	32
Total Analysis Volume [veh/h]	56	70	157	44	25	141	205	1199	54	132	1440	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.03	0.01	0.09	0.06	0.24	0.03	0.04	0.33	0.33
Intersection LOS	B											
Intersection V/C	0.610											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.599

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↱			↰ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	153	90	0	64	70	1254	55	109	1609	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	153	90	0	64	70	1254	55	109	1609	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	38	23	0	16	18	314	14	27	402	22
Total Analysis Volume [veh/h]	110	0	153	90	0	64	70	1254	55	109	1609	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.10	0.06	0.00	0.04	0.04	0.27	0.27	0.07	0.35	0.35
Intersection LOS	A											
Intersection V/C	0.599											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.832

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑⬏↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	778	1682	250	234	966	253	341	694	299	297	1148	388
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	778	1682	250	234	966	253	341	694	299	297	1148	388
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	195	421	63	59	242	63	85	174	75	74	287	97
Total Analysis Volume [veh/h]	778	1682	250	234	966	253	341	694	299	297	1148	388
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.33	0.16	0.07	0.19	0.16	0.11	0.16	0.16	0.09	0.23	0.24
Intersection LOS	D											
Intersection V/C	0.832											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.488

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	77	380	76	48	98	188	262	798	92	84	920	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	380	76	48	98	188	262	798	92	84	920	110
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	95	19	12	25	47	66	200	23	21	230	28
Total Analysis Volume [veh/h]	77	380	76	48	98	188	262	798	92	84	920	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.05	0.03	0.09	0.09	0.08	0.19	0.19	0.03	0.21	0.21
Intersection LOS	A											
Intersection V/C	0.488											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.748

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↱↱			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	865	1151	0	9	272	364	639	0	537	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	865	1151	0	9	272	364	639	0	537	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	216	288	0	2	68	91	160	0	134	0	0	0
Total Analysis Volume [veh/h]	865	1151	0	9	272	364	639	0	537	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.24	0.00	0.01	0.08	0.23	0.20	0.00	0.00	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.748											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	21.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.147

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1464	1709	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1464	1709	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	366	427	11
Total Analysis Volume [veh/h]	0	37	0	1464	1709	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	21.81	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.51	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	12.73	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.81		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1400	1762	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1400	1762	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	350	441	3
Total Analysis Volume [veh/h]	0	10	0	1400	1762	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	20.20	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.15	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.20		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2401	79	33	1521	99	79	0	69	20	0	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2401	79	33	1521	99	79	0	69	20	0	129
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	600	20	8	380	25	20	0	17	5	0	32
Total Analysis Volume [veh/h]	91	2401	79	33	1521	99	79	0	69	20	0	129
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.47	0.05	0.02	0.34	0.34	0.05	0.00	0.09	0.01	0.00	0.09
Intersection LOS	B											
Intersection V/C	0.684											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2482	1632	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2482	1632	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	621	408	0	0	0
Total Analysis Volume [veh/h]	0	2482	1632	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	18.10
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		18.10	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	20.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	2518	1702	56	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2518	1702	56	0	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	630	426	14	0	5
Total Analysis Volume [veh/h]	0	2518	1702	56	0	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	20.61
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.13
d_A, Approach Delay [s/veh]	0.00		0.00		20.61	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	20.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	2518	1743	54	0	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2518	1743	54	0	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	630	436	14	0	4
Total Analysis Volume [veh/h]	0	2518	1743	54	0	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	20.84
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	4.92
d_A, Approach Delay [s/veh]	0.00		0.00		20.84	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	19.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.177

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	53	1495	22	0	2223
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	53	1495	22	0	2223
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	374	6	0	556
Total Analysis Volume [veh/h]	0	53	1495	22	0	2223
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	19.57	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.63	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	15.79	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.57		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	0	1517	0	0	2223
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1517	0	0	2223
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	379	0	0	556
Total Analysis Volume [veh/h]	0	0	1517	0	0	2223
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	17.01	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.01		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	604	0	0	365	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	604	0	0	365	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	151	0	0	91	0	3
Total Analysis Volume [veh/h]	604	0	0	365	0	10
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.26
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.10
d_A, Approach Delay [s/veh]	0.00		0.00		10.26	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	495	0	0	267	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	495	0	0	267	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	0	0	67	0	2
Total Analysis Volume [veh/h]	495	0	0	267	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.83
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.70
d_A, Approach Delay [s/veh]	0.00		0.00		9.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	364	19	0	226	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	364	19	0	226	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	5	0	57	0	1
Total Analysis Volume [veh/h]	364	19	0	226	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.43
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.46
d_A, Approach Delay [s/veh]	0.00		0.00		9.43	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	614	0	0	365	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	614	0	0	365	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	154	0	0	91	0	0
Total Analysis Volume [veh/h]	614	0	0	365	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.23
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.23	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	24.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.117

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱						↰↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	24	448	54	121	214	21	0	0	0	25	0	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	448	54	121	214	21	0	0	0	25	0	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	112	14	30	54	5	0	0	0	6	0	20
Total Analysis Volume [veh/h]	24	448	54	121	214	21	0	0	0	25	0	78
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.10
d_M, Delay for Movement [s/veh]	7.76	0.00	0.00	8.84	0.00	0.00	0.00	0.00	0.00	24.15	22.69	10.37
Movement LOS	A	A	A	A	A	A				C	C	B
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.00	0.39	0.35	0.35
95th-Percentile Queue Length [ft/ln]	1.38	0.00	0.00	9.65	0.00	0.00	0.00	0.00	0.00	9.82	8.69	8.69
d_A, Approach Delay [s/veh]	0.35			3.00			0.00			13.71		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.71											
Intersection LOS	C											

Intersection Level Of Service Report

Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	192.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			↰ ↑ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	29	2	24	13	2	67	100	722	56	44	1132	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	2	24	13	2	67	100	722	56	44	1132	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	6	3	1	17	25	181	14	11	283	11
Total Analysis Volume [veh/h]	29	2	24	13	2	67	100	722	56	44	1132	42
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.65	0.06	0.04	0.36	0.06	0.15	0.17	0.01	0.00	0.05	0.01	0.00
d_M, Delay for Movement [s/veh]	167.51	192.65	93.26	133.90	140.09	41.65	12.33	0.00	0.00	9.55	0.00	0.00
Movement LOS	F	F	F	F	F	E	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.51	3.51	3.51	2.89	2.89	2.89	0.61	0.00	0.00	0.17	0.00	0.00
95th-Percentile Queue Length [ft/ln]	87.70	87.70	87.70	72.15	72.15	72.15	15.13	0.00	0.00	4.17	0.00	0.00
d_A, Approach Delay [s/veh]	136.02			58.68			1.40			0.35		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	6.25											
Intersection LOS	F											

APPENDIX D-XX

CITY OF COSTA MESA/IRVINE YEAR 2032 CUMULATIVE PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.764

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	209	1215	200	229	1984	158	61	369	73	366	340	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	209	1215	200	229	1984	158	61	369	73	366	340	146
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	304	50	57	496	40	15	92	18	92	85	37
Total Analysis Volume [veh/h]	209	1215	200	229	1984	158	61	369	73	366	340	146
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.25	0.13	0.07	0.45	0.45	0.02	0.14	0.14	0.11	0.11	0.09
Intersection LOS	C											
Intersection V/C	0.764											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.447

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	48	328	215	233	699	57	57	756	231	212	435	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	328	215	233	699	57	57	756	231	212	435	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	82	54	58	175	14	14	189	58	53	109	19
Total Analysis Volume [veh/h]	48	328	215	233	699	57	57	756	231	212	435	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.10	0.00	0.07	0.16	0.16	0.02	0.21	0.21	0.07	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.447											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.342

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	9	12	73	12	83	55	1278	31	53	636	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	9	12	73	12	83	55	1278	31	53	636	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	18	3	21	14	320	8	13	159	9
Total Analysis Volume [veh/h]	4	9	12	73	12	83	55	1278	31	53	636	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.05	0.01	0.05	0.02	0.27	0.02	0.02	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.342											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.335

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↱			↰ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	12	68	0	37	35	1154	32	60	635	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	12	68	0	37	35	1154	32	60	635	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	289	8	15	159	12
Total Analysis Volume [veh/h]	10	0	12	68	0	37	35	1154	32	60	635	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.04	0.00	0.02	0.02	0.25	0.25	0.04	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.335											

Intersection Level Of Service Report

Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	148	600	153	286	1726	133	138	1077	496	279	505	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	600	153	286	1726	133	138	1077	496	279	505	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	150	38	72	432	33	35	269	124	70	126	47
Total Analysis Volume [veh/h]	148	600	153	286	1726	133	138	1077	496	279	505	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.13	0.10	0.09	0.36	0.08	0.04	0.25	0.25	0.09	0.11	0.12
Intersection LOS	C											
Intersection V/C	0.739											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.346

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	40	93	103	140	110	181	104	761	78	63	417	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	93	103	140	110	181	104	761	78	63	417	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	23	26	35	28	45	26	190	20	16	104	8
Total Analysis Volume [veh/h]	40	93	103	140	110	181	104	761	78	63	417	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.06	0.09	0.09	0.09	0.03	0.17	0.17	0.02	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.346											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.498

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↑↱↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	268	209	0	11	830	231	383	0	765	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	268	209	0	11	830	231	383	0	765	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	52	0	3	208	58	96	0	191	0	0	0
Total Analysis Volume [veh/h]	268	209	0	11	830	231	383	0	765	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.04	0.00	0.01	0.26	0.14	0.12	0.00	0.16	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.498											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	180	624	406	75	350	120	154	1522	283	174	423	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	624	406	75	350	120	154	1522	283	174	423	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	156	102	19	88	30	39	381	71	44	106	20
Total Analysis Volume [veh/h]	180	624	406	75	350	120	154	1522	283	174	423	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.18	0.24	0.02	0.14	0.14	0.05	0.35	0.35	0.05	0.10	0.10
Intersection LOS	C											
Intersection V/C	0.716											

Intersection Level Of Service Report

Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	216	1040	176	38	2297	164	52	112	214	277	229	273
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	1040	176	38	2297	164	52	112	214	277	229	273
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	260	44	10	574	41	13	28	54	69	57	68
Total Analysis Volume [veh/h]	216	1040	176	38	2297	164	52	112	214	277	229	273
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.22	0.11	0.01	0.51	0.51	0.03	0.07	0.07	0.09	0.07	0.17
Intersection LOS	C											
Intersection V/C	0.783											

Intersection Level Of Service Report

Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.389

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	113	450	36	13	1014	40	68	36	212	4	6	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	450	36	13	1014	40	68	36	212	4	6	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	113	9	3	254	10	17	9	53	1	2	1
Total Analysis Volume [veh/h]	113	450	36	13	1014	40	68	36	212	4	6	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.09	0.02	0.00	0.22	0.22	0.02	0.02	0.13	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.389											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	61	1265	872	163	2481	17	8	2	9	340	17	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	1265	872	163	2481	17	8	2	9	340	17	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	316	218	41	620	4	2	1	2	85	4	32
Total Analysis Volume [veh/h]	61	1265	872	163	2481	17	8	2	9	340	17	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.20	0.00	0.05	0.39	0.01	0.01	0.00	0.01	0.07	0.01	0.08
Intersection LOS	A											
Intersection V/C	0.492											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↱			↰ ↱			↰ ↰↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	20	559	197	118	1130	6	13	25	34	173	8	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	559	197	118	1130	6	13	25	34	173	8	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	140	49	30	283	2	3	6	9	43	2	15
Total Analysis Volume [veh/h]	20	559	197	118	1130	6	13	25	34	173	8	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.16	0.16	0.07	0.24	0.24	0.01	0.04	0.04	0.05	0.06	0.04
Intersection LOS	A											
Intersection V/C	0.343											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	45	865	88	360	1463	33	139	238	43	116	85	172
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	865	88	360	1463	33	139	238	43	116	85	172
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	216	22	90	366	8	35	60	11	29	21	43
Total Analysis Volume [veh/h]	45	865	88	360	1463	33	139	238	43	116	85	172
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.20	0.20	0.11	0.31	0.31	0.09	0.18	0.18	0.07	0.05	0.11
Intersection LOS	B											
Intersection V/C	0.623											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.688

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	249	1295	646	233	1097	249	290	675	211	377	354	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	249	1295	646	233	1097	249	290	675	211	377	354	129
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	324	162	58	274	62	73	169	53	94	89	32
Total Analysis Volume [veh/h]	249	1295	646	233	1097	249	290	675	211	377	354	129
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.27	0.29	0.07	0.17	0.16	0.09	0.21	0.13	0.12	0.07	0.08
Intersection LOS	B											
Intersection V/C	0.688											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	93	142	39	143	268	435	540	1092	260	33	511	113
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	142	39	143	268	435	540	1092	260	33	511	113
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	36	10	36	67	109	135	273	65	8	128	28
Total Analysis Volume [veh/h]	93	142	39	143	268	435	540	1092	260	33	511	113
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.11	0.11	0.04	0.17	0.00	0.17	0.42	0.42	0.02	0.13	0.13
Intersection LOS	B											
Intersection V/C	0.669											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	42	400	223	538	900	223	306	860	77	227	409	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	400	223	538	900	223	306	860	77	227	409	304
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	100	56	135	225	56	77	215	19	57	102	76
Total Analysis Volume [veh/h]	42	400	223	538	900	223	306	860	77	227	409	304
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.08	0.07	0.17	0.19	0.04	0.10	0.29	0.29	0.07	0.13	0.19
Intersection LOS	B											
Intersection V/C	0.615											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	321	769	4	51	936	454	0	0	0	2	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	321	769	4	51	936	454	0	0	0	2	0	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	192	1	13	234	114	0	0	0	1	0	2
Total Analysis Volume [veh/h]	321	769	4	51	936	454	0	0	0	2	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.16	0.16	0.03	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.395											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	673	56	45	904	0	351	64	606	65	0	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	673	56	45	904	0	351	64	606	65	0	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	168	14	11	226	0	88	16	152	16	0	19
Total Analysis Volume [veh/h]	0	673	56	45	904	0	351	64	606	65	0	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.15	0.03	0.19	0.00	0.11	0.13	0.38	0.04	0.00	0.05
Intersection LOS	B											
Intersection V/C	0.613											

Intersection Level Of Service Report

Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.797

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	226	2045	455	162	1367	101	259	540	106	324	765	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	226	2045	455	162	1367	101	259	540	106	324	765	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	511	114	41	342	25	65	135	27	81	191	48
Total Analysis Volume [veh/h]	226	2045	455	162	1367	101	259	540	106	324	765	193
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.43	0.28	0.05	0.31	0.31	0.08	0.20	0.20	0.10	0.24	0.12
Intersection LOS	C											
Intersection V/C	0.797											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑⊢			↰↰↑↑⊢			↰↰↑↑⊢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	252	1319	712	90	433	43	117	691	174	394	987	270
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	252	1319	712	90	433	43	117	691	174	394	987	270
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	330	178	23	108	11	29	173	44	99	247	68
Total Analysis Volume [veh/h]	252	1319	712	90	433	43	117	691	174	394	987	270
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.41	0.00	0.03	0.10	0.10	0.04	0.18	0.18	0.12	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.744											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.560

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	56	70	157	44	25	141	205	1199	54	132	1440	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	70	157	44	25	141	205	1199	54	132	1440	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	39	11	6	35	51	300	14	33	360	32
Total Analysis Volume [veh/h]	56	70	157	44	25	141	205	1199	54	132	1440	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.03	0.02	0.09	0.06	0.25	0.03	0.04	0.33	0.33
Intersection LOS	A											
Intersection V/C	0.560											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.549

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	153	90	0	64	70	1254	55	109	1609	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	153	90	0	64	70	1254	55	109	1609	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	38	23	0	16	18	314	14	27	402	22
Total Analysis Volume [veh/h]	110	0	153	90	0	64	70	1254	55	109	1609	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.10	0.06	0.00	0.04	0.04	0.27	0.27	0.07	0.35	0.35
Intersection LOS	A											
Intersection V/C	0.549											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.793

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	778	1682	250	234	966	253	341	694	299	297	1148	388
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	778	1682	250	234	966	253	341	694	299	297	1148	388
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	195	421	63	59	242	63	85	174	75	74	287	97
Total Analysis Volume [veh/h]	778	1682	250	234	966	253	341	694	299	297	1148	388
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.35	0.16	0.07	0.20	0.16	0.11	0.16	0.16	0.09	0.24	0.24
Intersection LOS	C											
Intersection V/C	0.793											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.445

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	77	380	76	48	98	188	262	798	92	84	920	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	380	76	48	98	188	262	798	92	84	920	110
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	95	19	12	25	47	66	200	23	21	230	28
Total Analysis Volume [veh/h]	77	380	76	48	98	188	262	798	92	84	920	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.05	0.03	0.09	0.09	0.08	0.19	0.19	0.03	0.21	0.21
Intersection LOS	A											
Intersection V/C	0.445											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	865	1151	0	9	272	364	639	0	537	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	865	1151	0	9	272	364	639	0	537	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	216	288	0	2	68	91	160	0	134	0	0	0
Total Analysis Volume [veh/h]	865	1151	0	9	272	364	639	0	537	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.24	0.00	0.01	0.09	0.23	0.20	0.00	0.00	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.698											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.903

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	462	998	269	83	603	325	220	861	212	313	1834	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	462	998	269	83	603	325	220	861	212	313	1834	99
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	250	67	21	151	81	55	215	53	78	459	25
Total Analysis Volume [veh/h]	462	998	269	83	603	325	220	861	212	313	1834	99
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.29	0.16	0.02	0.27	0.27	0.06	0.21	0.21	0.09	0.38	0.38
Intersection LOS	E											
Intersection V/C	0.903											

Intersection Level Of Service Report

Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.921

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	151	2107	281	93	1176	140	226	276	590	223	354	499
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	2107	281	93	1176	140	226	276	590	223	354	499
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	527	70	23	294	35	57	69	148	56	89	125
Total Analysis Volume [veh/h]	151	2107	281	93	1176	140	226	276	590	223	354	499
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.44	0.18	0.03	0.27	0.27	0.14	0.18	0.18	0.07	0.11	0.31
Intersection LOS	E											
Intersection V/C	0.921											

Intersection Level Of Service Report

Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑⊢			↰↰↑↱			↰↰↑⊢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	217	1665	55	63	830	181	311	129	341	84	56	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	1665	55	63	830	181	311	129	341	84	56	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	416	14	16	208	45	78	32	85	21	14	14
Total Analysis Volume [veh/h]	217	1665	55	63	830	181	311	129	341	84	56	56
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

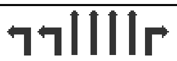
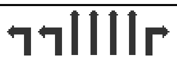
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.35	0.03	0.02	0.21	0.21	0.10	0.08	0.21	0.03	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.606											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.743

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	400	2482	969	191	1943	79	88	23	151	963	53	285
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	400	2482	969	191	1943	79	88	23	151	963	53	285
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	621	242	48	486	20	22	6	38	241	13	71
Total Analysis Volume [veh/h]	400	2482	969	191	1943	79	88	23	151	963	53	285
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.39	0.00	0.06	0.30	0.05	0.06	0.01	0.09	0.20	0.03	0.18
Intersection LOS	C											
Intersection V/C	0.743											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	36	1737	256	156	1145	18	8	9	40	204	18	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	1737	256	156	1145	18	8	9	40	204	18	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	434	64	39	286	5	2	2	10	51	5	42
Total Analysis Volume [veh/h]	36	1737	256	156	1145	18	8	9	40	204	18	168
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.42	0.42	0.10	0.24	0.24	0.01	0.03	0.03	0.06	0.07	0.11
Intersection LOS	B											
Intersection V/C	0.648											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.893

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	123	1398	114	266	1549	92	272	220	64	259	257	474
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	1398	114	266	1549	92	272	220	64	259	257	474
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	350	29	67	387	23	68	55	16	65	64	119
Total Analysis Volume [veh/h]	123	1398	114	266	1549	92	272	220	64	259	257	474
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.32	0.32	0.08	0.34	0.34	0.17	0.18	0.18	0.16	0.16	0.30
Intersection LOS	D											
Intersection V/C	0.893											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.748

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	351	1160	426	277	1250	376	326	550	212	742	1090	186
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	351	1160	426	277	1250	376	326	550	212	742	1090	186
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	290	107	69	313	94	82	138	53	186	273	47
Total Analysis Volume [veh/h]	351	1160	426	277	1250	376	326	550	212	742	1090	186
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.24	0.03	0.09	0.20	0.24	0.10	0.17	0.13	0.23	0.23	0.12
Intersection LOS	C											
Intersection V/C	0.748											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	255	222	24	180	257	773	433	694	155	13	1391	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	222	24	180	257	773	433	694	155	13	1391	190
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	56	6	45	64	193	108	174	39	3	348	48
Total Analysis Volume [veh/h]	255	222	24	180	257	773	433	694	155	13	1391	190
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.15	0.15	0.06	0.16	0.11	0.14	0.27	0.27	0.01	0.33	0.33
Intersection LOS	C											
Intersection V/C	0.785											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.771

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	209	899	241	523	770	524	313	496	90	229	1032	477
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	209	899	241	523	770	524	313	496	90	229	1032	477
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	225	60	131	193	131	78	124	23	57	258	119
Total Analysis Volume [veh/h]	209	899	241	523	770	524	313	496	90	229	1032	477
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.19	0.08	0.16	0.16	0.23	0.10	0.18	0.18	0.07	0.32	0.30
Intersection LOS	C											
Intersection V/C	0.771											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.510

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	730	1407	9	58	664	624	0	0	0	4	4	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	730	1407	9	58	664	624	0	0	0	4	4	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	183	352	2	15	166	156	0	0	0	1	1	3
Total Analysis Volume [veh/h]	730	1407	9	58	664	624	0	0	0	4	4	13
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.30	0.30	0.04	0.27	0.27	0.00	0.00	0.00	0.00	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.510											

Intersection Level Of Service Report

Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	2125	15	15	619	0	508	13	288	20	0	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2125	15	15	619	0	508	13	288	20	0	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	531	4	4	155	0	127	3	72	5	0	8
Total Analysis Volume [veh/h]	0	2125	15	15	619	0	508	13	288	20	0	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.45	0.45	0.01	0.13	0.00	0.16	0.16	0.18	0.01	0.00	0.02
Intersection LOS	B											
Intersection V/C	0.656											

APPENDIX D-XXI

CITY OF SANTA ANA YEAR 2032 CUMULATIVE PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report

Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.888

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	120	1218	157	234	2297	163	88	509	190	222	564	229
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	1218	157	234	2297	163	88	509	190	222	564	229
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	305	39	59	574	41	22	127	48	56	141	57
Total Analysis Volume [veh/h]	120	1218	157	234	2297	163	88	509	190	222	564	229
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.29	0.29	0.15	0.51	0.51	0.06	0.15	0.12	0.14	0.17	0.14
Intersection LOS	D											
Intersection V/C	0.888											

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.867

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	88	915	172	318	1181	136	214	1018	98	144	627	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	915	172	318	1181	136	214	1018	98	144	627	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	229	43	80	295	34	54	255	25	36	157	21
Total Analysis Volume [veh/h]	88	915	172	318	1181	136	214	1018	98	144	627	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.11	0.20	0.27	0.27	0.13	0.35	0.35	0.09	0.22	0.22
Intersection LOS	D											
Intersection V/C	0.867											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.861

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	70	398	81	109	615	133	173	1210	330	83	627	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	398	81	109	615	133	173	1210	330	83	627	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	100	20	27	154	33	43	303	83	21	157	17
Total Analysis Volume [veh/h]	70	398	81	109	615	133	173	1210	330	83	627	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.15	0.07	0.23	0.23	0.11	0.48	0.48	0.05	0.22	0.22
Intersection LOS	D											
Intersection V/C	0.861											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	24	171	81	182	401	300	203	2245	89	61	1094	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	171	81	182	401	300	203	2245	89	61	1094	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	43	20	46	100	75	51	561	22	15	274	16
Total Analysis Volume [veh/h]	24	171	81	182	401	300	203	2245	89	61	1094	65
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.08	0.11	0.22	0.22	0.13	0.49	0.49	0.04	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.808											

Intersection Level Of Service Report

Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	19	6	31	33	7	176	81	888	36	19	899	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	6	31	33	7	176	81	888	36	19	899	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	8	8	2	44	20	222	9	5	225	5
Total Analysis Volume [veh/h]	19	6	31	33	7	176	81	888	36	19	899	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.04	0.02	0.14	0.14	0.05	0.29	0.29	0.01	0.29	0.29
Intersection LOS	A											
Intersection V/C	0.505											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.975

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	465	2047	224	170	1178	144	161	732	183	92	833	215
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	465	2047	224	170	1178	144	161	732	183	92	833	215
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	512	56	43	295	36	40	183	46	23	208	54
Total Analysis Volume [veh/h]	465	2047	224	170	1178	144	161	732	183	92	833	215
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.47	0.47	0.11	0.28	0.28	0.10	0.22	0.11	0.06	0.25	0.13
Intersection LOS	E											
Intersection V/C	0.975											

Intersection Level Of Service Report

Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.972

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑↱			↰ ↑↱			↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	202	1554	265	104	1047	199	226	805	73	144	1200	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	1554	265	104	1047	199	226	805	73	144	1200	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	389	66	26	262	50	57	201	18	36	300	16
Total Analysis Volume [veh/h]	202	1554	265	104	1047	199	226	805	73	144	1200	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.30	0.17	0.07	0.26	0.26	0.14	0.27	0.27	0.09	0.40	0.40
Intersection LOS	E											
Intersection V/C	0.972											

Intersection Level Of Service Report

Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.003

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	133	953	89	74	437	118	176	890	92	84	1418	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	953	89	74	437	118	176	890	92	84	1418	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	238	22	19	109	30	44	223	23	21	355	23
Total Analysis Volume [veh/h]	133	953	89	74	437	118	176	890	92	84	1418	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.33	0.33	0.05	0.17	0.17	0.11	0.31	0.31	0.05	0.47	0.47
Intersection LOS	F											
Intersection V/C	1.003											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.038

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	147	737	83	95	263	229	236	1195	70	69	2321	197
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	147	737	83	95	263	229	236	1195	70	69	2321	197
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	184	21	24	66	57	59	299	18	17	580	49
Total Analysis Volume [veh/h]	147	737	83	95	263	229	236	1195	70	69	2321	197
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.26	0.26	0.06	0.15	0.15	0.15	0.26	0.26	0.04	0.52	0.52
Intersection LOS	F											
Intersection V/C	1.038											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	┼			┼			┐‖├			┐‖├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	29	2	24	13	2	67	100	722	56	44	1132	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	2	24	13	2	67	100	722	56	44	1132	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	6	3	1	17	25	181	14	11	283	11
Total Analysis Volume [veh/h]	29	2	24	13	2	67	100	722	56	44	1132	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.03	0.01	0.05	0.05	0.06	0.24	0.24	0.03	0.37	0.37
Intersection LOS	A											
Intersection V/C	0.519											

APPENDIX D-XXII

CITY OF COSTA MESA/IRVINE YEAR 2032 CUMULATIVE PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↱			↰↰↑↑├			↰↰↑↑├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	180	624	406	75	350	120	154	1522	283	174	423	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	624	406	75	350	120	154	1522	283	174	423	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	156	102	19	88	30	39	381	71	44	106	20
Total Analysis Volume [veh/h]	180	624	406	75	350	120	154	1522	283	174	423	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.18	0.24	0.02	0.10	0.07	0.05	0.35	0.35	0.05	0.10	0.10
Intersection LOS	C											
Intersection V/C	0.716											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.821

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	462	998	269	83	603	325	220	861	212	313	1834	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	462	998	269	83	603	325	220	861	212	313	1834	99
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	250	67	21	151	81	55	215	53	78	459	25
Total Analysis Volume [veh/h]	462	998	269	83	603	325	220	861	212	313	1834	99
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.29	0.16	0.02	0.18	0.19	0.06	0.21	0.21	0.09	0.38	0.38
Intersection LOS	D											
Intersection V/C	0.821											

APPENDIX D-XXIII

CITY OF SANTA ANA YEAR 2036 CUMULATIVE TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.924

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	124	1261	163	238	2378	169	91	523	197	230	569	223
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	1261	163	238	2378	169	91	523	197	230	569	223
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	315	41	60	595	42	23	131	49	58	142	56
Total Analysis Volume [veh/h]	124	1261	163	238	2378	169	91	523	197	230	569	223
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.30	0.30	0.15	0.53	0.53	0.06	0.15	0.12	0.14	0.25	0.25
Intersection LOS	E											
Intersection V/C	0.924											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	286	229	1029	361	280	807
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	286	229	1029	361	280	807
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	57	257	90	70	202
Total Analysis Volume [veh/h]	286	229	1029	361	280	807
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.14	0.30	0.23	0.18	0.24
Intersection LOS	B					
Intersection V/C	0.669					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.926

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	76	899	161	329	1205	142	225	1055	98	142	649	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	899	161	329	1205	142	225	1055	98	142	649	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	225	40	82	301	36	56	264	25	36	162	21
Total Analysis Volume [veh/h]	76	899	161	329	1205	142	225	1055	98	142	649	85
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.22	0.22	0.21	0.28	0.28	0.14	0.36	0.36	0.09	0.23	0.23
Intersection LOS	E											
Intersection V/C	0.926											

Intersection Level Of Service Report

Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.883

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	73	397	84	113	632	138	179	1237	342	86	642	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	397	84	113	632	138	179	1237	342	86	642	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	99	21	28	158	35	45	309	86	22	161	18
Total Analysis Volume [veh/h]	73	397	84	113	632	138	179	1237	342	86	642	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.15	0.15	0.07	0.24	0.24	0.11	0.49	0.49	0.05	0.22	0.22
Intersection LOS	D											
Intersection V/C	0.883											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.850

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	128	555	238	277	1252	120	117	1112	300	171	579	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	555	238	277	1252	120	117	1112	300	171	579	121
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	139	60	69	313	30	29	278	75	43	145	30
Total Analysis Volume [veh/h]	128	555	238	277	1252	120	117	1112	300	171	579	121
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.16	0.15	0.17	0.29	0.29	0.07	0.33	0.19	0.11	0.17	0.08
Intersection LOS	D											
Intersection V/C	0.850											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.817

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	286	943	104	355	1840	200	147	1182	174	271	595	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	286	943	104	355	1840	200	147	1182	174	271	595	175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	236	26	89	460	50	37	296	44	68	149	44
Total Analysis Volume [veh/h]	286	943	104	355	1840	200	147	1182	174	271	595	175
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.22	0.22	0.11	0.36	0.13	0.05	0.23	0.11	0.08	0.12	0.11
Intersection LOS	D											
Intersection V/C	0.817											

Intersection Level Of Service Report

Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.848

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	100	336	137	229	872	345	112	1927	131	81	1393	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	336	137	229	872	345	112	1927	131	81	1393	115
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	84	34	57	218	86	28	482	33	20	348	29
Total Analysis Volume [veh/h]	100	336	137	229	872	345	112	1927	131	81	1393	115
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.10	0.09	0.14	0.26	0.22	0.07	0.43	0.43	0.05	0.31	0.31
Intersection LOS	D											
Intersection V/C	0.848											

Intersection Level Of Service Report

Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.593

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	87	9	83	84	26	72	21	1736	122	65	1655	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	9	83	84	26	72	21	1736	122	65	1655	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	2	21	21	7	18	5	434	31	16	414	6
Total Analysis Volume [veh/h]	87	9	83	84	26	72	21	1736	122	65	1655	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.05	0.05	0.06	0.06	0.01	0.39	0.39	0.04	0.35	0.35
Intersection LOS	A											
Intersection V/C	0.593											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.861

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	107	597	151	379	1673	175	238	1641	328	225	1087	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	597	151	379	1673	175	238	1641	328	225	1087	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	149	38	95	418	44	60	410	82	56	272	39
Total Analysis Volume [veh/h]	107	597	151	379	1673	175	238	1641	328	225	1087	156
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.12	0.09	0.12	0.39	0.39	0.07	0.32	0.21	0.07	0.21	0.10
Intersection LOS	D											
Intersection V/C	0.861											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.810

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	25	177	84	188	415	305	194	2213	92	63	1091	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	177	84	188	415	305	194	2213	92	63	1091	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	44	21	47	104	76	49	553	23	16	273	17
Total Analysis Volume [veh/h]	25	177	84	188	415	305	194	2213	92	63	1091	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.08	0.12	0.23	0.23	0.12	0.48	0.48	0.04	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.810											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.863

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	63	372	322	742	988	221	276	1653	291	179	544	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	372	322	742	988	221	276	1653	291	179	544	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	93	81	186	247	55	69	413	73	45	136	63
Total Analysis Volume [veh/h]	63	372	322	742	988	221	276	1653	291	179	544	251
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.07	0.20	0.23	0.19	0.14	0.09	0.32	0.18	0.06	0.11	0.16
Intersection LOS	D											
Intersection V/C	0.863											

Intersection Level Of Service Report

Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.068

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	113	40	70	100	42	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	40	70	100	42	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	10	18	25	11	11
Total Analysis Volume [veh/h]	113	40	70	100	42	44
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.05	0.00	0.07	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	7.66	0.00	11.29	8.89
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.15	0.00	0.22	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.87	0.00	5.49	3.56
d_A, Approach Delay [s/veh]	0.00		3.15		10.06	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.43					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	96	873	41	92	2098	136	76	7	129	54	19	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	873	41	92	2098	136	76	7	129	54	19	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	218	10	23	525	34	19	2	32	14	5	5
Total Analysis Volume [veh/h]	96	873	41	92	2098	136	76	7	129	54	19	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.17	0.03	0.03	0.41	0.09	0.05	0.05	0.08	0.03	0.02	0.02
Intersection LOS	B											
Intersection V/C	0.606											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.839

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	216	1258	205	237	2054	163	63	382	75	374	350	152
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	1258	205	237	2054	163	63	382	75	374	350	152
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	315	51	59	514	41	16	96	19	94	88	38
Total Analysis Volume [veh/h]	216	1258	205	237	2054	163	63	382	75	374	350	152
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.25	0.13	0.07	0.46	0.46	0.02	0.14	0.14	0.12	0.10	0.10
Intersection LOS	D											
Intersection V/C	0.839											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.498

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	50	344	202	242	737	61	60	780	239	173	442	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	344	202	242	737	61	60	780	239	173	442	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	86	51	61	184	15	15	195	60	43	111	19
Total Analysis Volume [veh/h]	50	344	202	242	737	61	60	780	239	173	442	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.10	0.00	0.08	0.17	0.17	0.02	0.21	0.21	0.05	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.498											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.428

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↱↑			↰ ↑ ↱			↰↰↑↑↑↱			↰↰↑↑↱↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	5	9	13	166	13	83	48	1309	32	13	630	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	9	13	166	13	83	48	1309	32	13	630	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	42	3	21	12	327	8	3	158	9
Total Analysis Volume [veh/h]	5	9	13	166	13	83	48	1309	32	13	630	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.10	0.01	0.05	0.02	0.26	0.02	0.00	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.428											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	20.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.204

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↱			↱↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	0	0	13	0	0	15	46	1246	24	59	653	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	13	0	0	15	46	1246	24	59	653	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	0	0	4	12	312	6	15	163	2
Total Analysis Volume [veh/h]	0	0	13	0	0	15	46	1246	24	59	653	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.00	0.03	0.08	0.01	0.00	0.20	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	15.34	0.00	0.00	11.42	11.87	0.00	0.00	20.61	0.00	0.00
Movement LOS			C			B	B	A	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.11	0.00	0.00	0.04	0.26	0.00	0.00	0.75	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.79	0.00	0.00	1.00	6.56	0.00	0.00	18.73	0.00	0.00
d_A, Approach Delay [s/veh]	15.34			11.42			0.41			1.69		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	1.03											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	132	574	158	285	1634	125	149	1103	506	289	518	189
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	574	158	285	1634	125	149	1103	506	289	518	189
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	144	40	71	409	31	37	276	127	72	130	47
Total Analysis Volume [veh/h]	132	574	158	285	1634	125	149	1103	506	289	518	189
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.11	0.10	0.09	0.32	0.08	0.05	0.25	0.25	0.09	0.10	0.12
Intersection LOS	C											
Intersection V/C	0.753											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	41	96	107	145	114	188	108	763	81	65	421	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	96	107	145	114	188	108	763	81	65	421	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	24	27	36	29	47	27	191	20	16	105	9
Total Analysis Volume [veh/h]	41	96	107	145	114	188	108	763	81	65	421	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.07	0.09	0.09	0.09	0.03	0.18	0.18	0.02	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.404											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	268	216	0	11	860	239	396	0	767	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	268	216	0	11	860	239	396	0	767	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	54	0	3	215	60	99	0	192	0	0	0
Total Analysis Volume [veh/h]	268	216	0	11	860	239	396	0	767	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.05	0.00	0.01	0.25	0.15	0.12	0.00	0.16	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.543											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	227.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.157

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			┐‖├			┐‖├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	19	6	32	34	7	182	84	919	38	19	918	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	6	32	34	7	182	84	919	38	19	918	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	8	9	2	46	21	230	10	5	230	6
Total Analysis Volume [veh/h]	19	6	32	34	7	182	84	919	38	19	918	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.55	0.13	0.06	0.67	0.16	0.34	0.12	0.01	0.00	0.03	0.01	0.00
d_M, Delay for Movement [s/veh]	189.90	165.32	92.23	217.83	227.86	153.75	10.62	0.00	0.00	10.18	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	3.56	3.56	3.56	11.30	11.30	11.30	0.39	0.00	0.00	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	88.96	88.96	88.96	282.38	282.38	282.38	9.78	0.00	0.00	2.05	0.00	0.00
d_A, Approach Delay [s/veh]	132.48			165.85			0.86			0.20		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	20.01											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.084

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	482	2120	232	164	1219	149	166	746	189	96	860	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	482	2120	232	164	1219	149	166	746	189	96	860	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	530	58	41	305	37	42	187	47	24	215	55
Total Analysis Volume [veh/h]	482	2120	232	164	1219	149	166	746	189	96	860	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.49	0.49	0.10	0.29	0.29	0.10	0.22	0.12	0.06	0.34	0.34
Intersection LOS	F											
Intersection V/C	1.084											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	774	293	814	158	185	1349
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	774	293	814	158	185	1349
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	194	73	204	40	46	337
Total Analysis Volume [veh/h]	774	293	814	158	185	1349
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.18	0.24	0.10	0.12	0.40
Intersection LOS	B					
Intersection V/C	0.687					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.060

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	206	1591	268	108	1046	207	234	834	67	136	1243	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	206	1591	268	108	1046	207	234	834	67	136	1243	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	398	67	27	262	52	59	209	17	34	311	17
Total Analysis Volume [veh/h]	206	1591	268	108	1046	207	234	834	67	136	1243	66
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.39	0.39	0.07	0.26	0.26	0.15	0.28	0.28	0.09	0.41	0.41
Intersection LOS	F											
Intersection V/C	1.060											

Intersection Level Of Service Report

Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.031

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	138	983	92	76	440	122	182	916	96	87	1456	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	983	92	76	440	122	182	916	96	87	1456	93
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	246	23	19	110	31	46	229	24	22	364	23
Total Analysis Volume [veh/h]	138	983	92	76	440	122	182	916	96	87	1456	93
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.34	0.34	0.05	0.18	0.18	0.11	0.32	0.32	0.05	0.48	0.48
Intersection LOS	F											
Intersection V/C	1.031											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.059

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	292	1523	454	165	624	136	96	753	122	143	1352	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	292	1523	454	165	624	136	96	753	122	143	1352	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	381	114	41	156	34	24	188	31	36	338	67
Total Analysis Volume [veh/h]	292	1523	454	165	624	136	96	753	122	143	1352	267
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.45	0.28	0.10	0.16	0.16	0.06	0.22	0.08	0.09	0.40	0.17
Intersection LOS	F											
Intersection V/C	1.059											

Intersection Level Of Service Report

Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.963

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	280	1978	106	209	1161	103	323	868	284	207	1594	277
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	280	1978	106	209	1161	103	323	868	284	207	1594	277
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	495	27	52	290	26	81	217	71	52	399	69
Total Analysis Volume [veh/h]	280	1978	106	209	1161	103	323	868	284	207	1594	277
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.43	0.43	0.07	0.23	0.06	0.10	0.17	0.18	0.06	0.31	0.17
Intersection LOS	E											
Intersection V/C	0.963											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.998

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	229	1109	290	129	311	95	112	1091	105	107	1953	307
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	1109	290	129	311	95	112	1091	105	107	1953	307
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	277	73	32	78	24	28	273	26	27	488	77
Total Analysis Volume [veh/h]	229	1109	290	129	311	95	112	1091	105	107	1953	307
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.33	0.18	0.08	0.09	0.06	0.07	0.25	0.25	0.07	0.47	0.47
Intersection LOS	E											
Intersection V/C	0.998											

Intersection Level Of Service Report

Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.707

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	315	60	181	33	21	46	41	1463	164	121	1831	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	315	60	181	33	21	46	41	1463	164	121	1831	54
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	15	45	8	5	12	10	366	41	30	458	14
Total Analysis Volume [veh/h]	315	60	181	33	21	46	41	1463	164	121	1831	54
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.04	0.11	0.02	0.04	0.04	0.03	0.34	0.34	0.08	0.39	0.39
Intersection LOS	C											
Intersection V/C	0.707											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.947

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	398	1706	306	261	1010	152	418	957	207	311	1788	337
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	398	1706	306	261	1010	152	418	957	207	311	1788	337
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	427	77	65	253	38	105	239	52	78	447	84
Total Analysis Volume [veh/h]	398	1706	306	261	1010	152	418	957	207	311	1788	337
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.33	0.19	0.08	0.24	0.24	0.13	0.19	0.13	0.10	0.35	0.21
Intersection LOS	E											
Intersection V/C	0.947											

Intersection Level Of Service Report

Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.053

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	153	763	86	98	271	225	241	1191	73	72	2318	204
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	153	763	86	98	271	225	241	1191	73	72	2318	204
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	191	22	25	68	56	60	298	18	18	580	51
Total Analysis Volume [veh/h]	153	763	86	98	271	225	241	1191	73	72	2318	204
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.27	0.27	0.06	0.16	0.16	0.15	0.26	0.26	0.05	0.53	0.53
Intersection LOS	F											
Intersection V/C	1.053											

Intersection Level Of Service Report

Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.893

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	562	1381	385	327	461	320	343	752	68	248	1836	527
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	562	1381	385	327	461	320	343	752	68	248	1836	527
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	141	345	96	82	115	80	86	188	17	62	459	132
Total Analysis Volume [veh/h]	562	1381	385	327	461	320	343	752	68	248	1836	527
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.27	0.24	0.10	0.09	0.20	0.11	0.15	0.04	0.08	0.36	0.33
Intersection LOS	D											
Intersection V/C	0.893											

Intersection Level Of Service Report

Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.262

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	286	91	80	123	113	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	286	91	80	123	113	169
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	23	20	31	28	42
Total Analysis Volume [veh/h]	286	91	80	123	113	169
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.07	0.00	0.26	0.21
d_M, Delay for Movement [s/veh]	0.00	0.00	8.28	0.00	16.27	10.51
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.22	0.00	1.04	0.77
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.46	0.00	25.93	19.25
d_A, Approach Delay [s/veh]	0.00		3.26		12.82	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.96					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.833

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	252	2260	92	233	1327	157	217	38	158	120	79	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	252	2260	92	233	1327	157	217	38	158	120	79	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	565	23	58	332	39	54	10	40	30	20	33
Total Analysis Volume [veh/h]	252	2260	92	233	1327	157	217	38	158	120	79	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.44	0.06	0.07	0.26	0.10	0.14	0.16	0.10	0.08	0.13	0.13
Intersection LOS	D											
Intersection V/C	0.833											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.834

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	234	2118	470	167	1415	105	267	558	109	334	792	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	234	2118	470	167	1415	105	267	558	109	334	792	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	530	118	42	354	26	67	140	27	84	198	50
Total Analysis Volume [veh/h]	234	2118	470	167	1415	105	267	558	109	334	792	200
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.42	0.29	0.05	0.32	0.32	0.08	0.21	0.21	0.10	0.23	0.13
Intersection LOS	D											
Intersection V/C	0.834											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.797

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	261	1369	706	93	453	45	145	688	180	393	1018	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	261	1369	706	93	453	45	145	688	180	393	1018	279
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	342	177	23	113	11	36	172	45	98	255	70
Total Analysis Volume [veh/h]	261	1369	706	93	453	45	145	688	180	393	1018	279
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.40	0.00	0.03	0.10	0.10	0.05	0.18	0.18	0.12	0.27	0.27
Intersection LOS	C											
Intersection V/C	0.797											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.655

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	58	73	163	93	26	158	188	1206	56	112	1484	152
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	73	163	93	26	158	188	1206	56	112	1484	152
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	18	41	23	7	40	47	302	14	28	371	38
Total Analysis Volume [veh/h]	58	73	163	93	26	158	188	1206	56	112	1484	152
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.15	0.06	0.02	0.10	0.06	0.24	0.04	0.04	0.34	0.34
Intersection LOS	B											
Intersection V/C	0.655											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	80.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.815

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	0	0	148	0	0	131	143	1328	56	100	1668	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	148	0	0	131	143	1328	56	100	1668	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	37	0	0	33	36	332	14	25	417	10
Total Analysis Volume [veh/h]	0	0	148	0	0	131	143	1328	56	100	1668	40
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.45	0.00	0.00	0.51	0.81	0.01	0.00	0.39	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	24.34	0.00	0.00	23.51	80.04	0.00	0.00	28.05	0.00	0.00
Movement LOS			C			C	F	A	A	D	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	2.21	0.00	0.00	0.97	5.57	0.00	0.00	1.78	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	55.20	0.00	0.00	24.37	139.18	0.00	0.00	44.51	0.00	0.00
d_A, Approach Delay [s/veh]	24.34			23.51			7.50			1.55		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	5.79											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	780	1640	259	237	940	251	342	717	296	307	1181	392
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	780	1640	259	237	940	251	342	717	296	307	1181	392
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	195	410	65	59	235	63	86	179	74	77	295	98
Total Analysis Volume [veh/h]	780	1640	259	237	940	251	342	717	296	307	1181	392
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.32	0.16	0.07	0.18	0.16	0.11	0.16	0.16	0.10	0.23	0.25
Intersection LOS	D											
Intersection V/C	0.830											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	80	394	79	50	101	194	272	817	96	86	932	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	394	79	50	101	194	272	817	96	86	932	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	99	20	13	25	49	68	204	24	22	233	29
Total Analysis Volume [veh/h]	80	394	79	50	101	194	272	817	96	86	932	114
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.05	0.03	0.09	0.09	0.09	0.19	0.19	0.03	0.22	0.22
Intersection LOS	A											
Intersection V/C	0.500											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.765

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑⬏			↰↑↑↱			↰↰↑↱↱			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	877	1193	0	9	281	375	660	0	548	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	877	1193	0	9	281	375	660	0	548	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	219	298	0	2	70	94	165	0	137	0	0	0
Total Analysis Volume [veh/h]	877	1193	0	9	281	375	660	0	548	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.25	0.00	0.01	0.08	0.23	0.21	0.00	0.00	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.765											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	242.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			↰ ↑ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	30	2	25	14	2	70	104	739	58	46	1171	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	2	25	14	2	70	104	739	58	46	1171	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	6	4	1	18	26	185	15	12	293	11
Total Analysis Volume [veh/h]	30	2	25	14	2	70	104	739	58	46	1171	43
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.76	0.07	0.04	0.44	0.07	0.16	0.18	0.01	0.00	0.06	0.01	0.00
d_M, Delay for Movement [s/veh]	213.92	242.18	129.17	163.38	169.39	57.27	12.72	0.00	0.00	9.65	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.10	4.10	4.10	3.62	3.62	3.62	0.66	0.00	0.00	0.18	0.00	0.00
95th-Percentile Queue Length [ft/ln]	102.39	102.39	102.39	90.58	90.58	90.58	16.54	0.00	0.00	4.44	0.00	0.00
d_A, Approach Delay [s/veh]	177.74			77.15			1.47			0.35		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	8.04											
Intersection LOS	F											

APPENDIX D-XXIV

CITY OF COSTA MESA/IRVINE YEAR 2036 CUMULATIVE TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.789

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	216	1258	205	237	2054	163	63	382	75	374	350	152
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	1258	205	237	2054	163	63	382	75	374	350	152
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	315	51	59	514	41	16	96	19	94	88	38
Total Analysis Volume [veh/h]	216	1258	205	237	2054	163	63	382	75	374	350	152
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.26	0.13	0.07	0.46	0.46	0.02	0.14	0.14	0.12	0.11	0.10
Intersection LOS	C											
Intersection V/C	0.789											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	50	344	202	242	737	61	60	780	239	173	442	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	344	202	242	737	61	60	780	239	173	442	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	86	51	61	184	15	15	195	60	43	111	19
Total Analysis Volume [veh/h]	50	344	202	242	737	61	60	780	239	173	442	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.00	0.08	0.17	0.17	0.02	0.21	0.21	0.05	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.449											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.394

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	5	9	13	166	13	83	48	1309	32	13	630	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	9	13	166	13	83	48	1309	32	13	630	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	42	3	21	12	327	8	3	158	9
Total Analysis Volume [veh/h]	5	9	13	166	13	83	48	1309	32	13	630	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.10	0.01	0.05	0.02	0.27	0.02	0.00	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.394											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	132	574	158	285	1634	125	149	1103	506	289	518	189
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	574	158	285	1634	125	149	1103	506	289	518	189
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	144	40	71	409	31	37	276	127	72	130	47
Total Analysis Volume [veh/h]	132	574	158	285	1634	125	149	1103	506	289	518	189
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.12	0.10	0.09	0.34	0.08	0.05	0.25	0.25	0.09	0.11	0.12
Intersection LOS	C											
Intersection V/C	0.723											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.354

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	41	96	107	145	114	188	108	763	81	65	421	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	96	107	145	114	188	108	763	81	65	421	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	24	27	36	29	47	27	191	20	16	105	9
Total Analysis Volume [veh/h]	41	96	107	145	114	188	108	763	81	65	421	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.07	0.09	0.09	0.09	0.03	0.18	0.18	0.02	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.354											

Intersection Level Of Service Report

Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↑↱↱			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	268	216	0	11	860	239	396	0	767	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	268	216	0	11	860	239	396	0	767	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	54	0	3	215	60	99	0	192	0	0	0
Total Analysis Volume [veh/h]	268	216	0	11	860	239	396	0	767	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.05	0.00	0.01	0.27	0.15	0.12	0.00	0.16	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.508											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.735

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	187	647	420	78	362	124	160	1552	293	180	429	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	647	420	78	362	124	160	1552	293	180	429	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	162	105	20	91	31	40	388	73	45	107	21
Total Analysis Volume [veh/h]	187	647	420	78	362	124	160	1552	293	180	429	84
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.25	0.02	0.14	0.14	0.05	0.36	0.36	0.05	0.10	0.10
Intersection LOS	C											
Intersection V/C	0.735											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	222	1077	181	40	2376	168	53	116	221	281	236	283
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	1077	181	40	2376	168	53	116	221	281	236	283
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	269	45	10	594	42	13	29	55	70	59	71
Total Analysis Volume [veh/h]	222	1077	181	40	2376	168	53	116	221	281	236	283
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.22	0.11	0.01	0.53	0.53	0.03	0.07	0.07	0.09	0.07	0.18
Intersection LOS	D											
Intersection V/C	0.809											

Intersection Level Of Service Report

Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↱			↰↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	117	451	37	14	1021	36	69	38	219	4	6	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	117	451	37	14	1021	36	69	38	219	4	6	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	113	9	4	255	9	17	10	55	1	2	1
Total Analysis Volume [veh/h]	117	451	37	14	1021	36	69	38	219	4	6	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.09	0.02	0.00	0.22	0.22	0.02	0.02	0.14	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.395											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↑↱			↰↰↑↑↑↑↱			↰↑↱			↰↰↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	63	1244	901	168	2409	17	8	2	9	349	17	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	1244	901	168	2409	17	8	2	9	349	17	131
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	311	225	42	602	4	2	1	2	87	4	33
Total Analysis Volume [veh/h]	63	1244	901	168	2409	17	8	2	9	349	17	131
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.19	0.00	0.05	0.38	0.01	0.01	0.00	0.01	0.07	0.01	0.08
Intersection LOS	A											
Intersection V/C	0.484											

Intersection Level Of Service Report

Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.349

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	21	563	204	122	1141	6	14	26	35	179	8	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	563	204	122	1141	6	14	26	35	179	8	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	141	51	31	285	2	4	7	9	45	2	16
Total Analysis Volume [veh/h]	21	563	204	122	1141	6	14	26	35	179	8	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.16	0.16	0.08	0.24	0.24	0.01	0.04	0.04	0.06	0.06	0.04
Intersection LOS	A											
Intersection V/C	0.349											

Intersection Level Of Service Report

Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	47	886	91	373	1490	34	144	246	44	120	88	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	886	91	373	1490	34	144	246	44	120	88	178
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	222	23	93	373	9	36	62	11	30	22	45
Total Analysis Volume [veh/h]	47	886	91	373	1490	34	144	246	44	120	88	178
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.20	0.20	0.12	0.32	0.32	0.09	0.18	0.18	0.08	0.06	0.11
Intersection LOS	B											
Intersection V/C	0.639											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	258	1337	668	241	1128	258	301	700	219	385	367	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	258	1337	668	241	1128	258	301	700	219	385	367	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	334	167	60	282	65	75	175	55	96	92	33
Total Analysis Volume [veh/h]	258	1337	668	241	1128	258	301	700	219	385	367	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.28	0.30	0.08	0.18	0.16	0.09	0.22	0.14	0.12	0.08	0.08
Intersection LOS	C											
Intersection V/C	0.712											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	96	146	40	148	277	445	559	1131	269	34	529	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	146	40	148	277	445	559	1131	269	34	529	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	37	10	37	69	111	140	283	67	9	132	29
Total Analysis Volume [veh/h]	96	146	40	148	277	445	559	1131	269	34	529	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.12	0.12	0.05	0.17	0.00	0.17	0.44	0.44	0.02	0.13	0.13
Intersection LOS	B											
Intersection V/C	0.692											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	43	404	231	557	907	231	316	891	80	235	424	315
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	404	231	557	907	231	316	891	80	235	424	315
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	101	58	139	227	58	79	223	20	59	106	79
Total Analysis Volume [veh/h]	43	404	231	557	907	231	316	891	80	235	424	315
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.08	0.07	0.17	0.19	0.05	0.10	0.30	0.30	0.07	0.13	0.20
Intersection LOS	B											
Intersection V/C	0.635											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↱			↰ ↑ ↑ ↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	333	787	5	52	964	451	0	0	0	2	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	333	787	5	52	964	451	0	0	0	2	0	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	197	1	13	241	113	0	0	0	1	0	2
Total Analysis Volume [veh/h]	333	787	5	52	964	451	0	0	0	2	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.17	0.17	0.03	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.404											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.634

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↑↱			↰↑↑↑			↰↰↑↱			↰↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	694	58	47	931	0	356	66	628	67	0	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	694	58	47	931	0	356	66	628	67	0	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	174	15	12	233	0	89	17	157	17	0	19
Total Analysis Volume [veh/h]	0	694	58	47	931	0	356	66	628	67	0	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.16	0.03	0.19	0.00	0.11	0.13	0.39	0.04	0.00	0.05
Intersection LOS	B											
Intersection V/C	0.634											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.824

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	234	2118	470	167	1415	105	267	558	109	334	792	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	234	2118	470	167	1415	105	267	558	109	334	792	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	530	118	42	354	26	67	140	27	84	198	50
Total Analysis Volume [veh/h]	234	2118	470	167	1415	105	267	558	109	334	792	200
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.44	0.29	0.05	0.32	0.32	0.08	0.21	0.21	0.10	0.25	0.13
Intersection LOS	D											
Intersection V/C	0.824											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.772

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	261	1369	706	93	453	45	145	688	180	393	1018	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	261	1369	706	93	453	45	145	688	180	393	1018	279
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	342	177	23	113	11	36	172	45	98	255	70
Total Analysis Volume [veh/h]	261	1369	706	93	453	45	145	688	180	393	1018	279
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.43	0.00	0.03	0.10	0.10	0.05	0.18	0.18	0.12	0.27	0.27
Intersection LOS	C											
Intersection V/C	0.772											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.605

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰↰ ↑↑↑ ↱			↰↰ ↑↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	58	73	163	93	26	158	188	1206	56	112	1484	152
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	73	163	93	26	158	188	1206	56	112	1484	152
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	18	41	23	7	40	47	302	14	28	371	38
Total Analysis Volume [veh/h]	58	73	163	93	26	158	188	1206	56	112	1484	152
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.15	0.06	0.02	0.10	0.06	0.25	0.04	0.04	0.34	0.34
Intersection LOS	B											
Intersection V/C	0.605											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.793

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	780	1640	259	237	940	251	342	717	296	307	1181	392
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	780	1640	259	237	940	251	342	717	296	307	1181	392
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	195	410	65	59	235	63	86	179	74	77	295	98
Total Analysis Volume [veh/h]	780	1640	259	237	940	251	342	717	296	307	1181	392
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.34	0.16	0.07	0.20	0.16	0.11	0.16	0.16	0.10	0.25	0.25
Intersection LOS	C											
Intersection V/C	0.793											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	80	394	79	50	101	194	272	817	96	86	932	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	394	79	50	101	194	272	817	96	86	932	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	99	20	13	25	49	68	204	24	22	233	29
Total Analysis Volume [veh/h]	80	394	79	50	101	194	272	817	96	86	932	114
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.05	0.03	0.09	0.09	0.09	0.19	0.19	0.03	0.22	0.22
Intersection LOS	A											
Intersection V/C	0.457											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.715

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	877	1193	0	9	281	375	660	0	548	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	877	1193	0	9	281	375	660	0	548	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	219	298	0	2	70	94	165	0	137	0	0	0
Total Analysis Volume [veh/h]	877	1193	0	9	281	375	660	0	548	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.25	0.00	0.01	0.09	0.23	0.21	0.00	0.00	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.715											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.930

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	479	1034	279	86	625	336	228	884	220	324	1881	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	479	1034	279	86	625	336	228	884	220	324	1881	103
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	120	259	70	22	156	84	57	221	55	81	470	26
Total Analysis Volume [veh/h]	479	1034	279	86	625	336	228	884	220	324	1881	103
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.30	0.16	0.03	0.28	0.28	0.07	0.22	0.22	0.10	0.39	0.39
Intersection LOS	E											
Intersection V/C	0.930											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.954

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	155	2182	290	97	1217	143	233	285	610	230	367	517
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	155	2182	290	97	1217	143	233	285	610	230	367	517
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	546	73	24	304	36	58	71	153	58	92	129
Total Analysis Volume [veh/h]	155	2182	290	97	1217	143	233	285	610	230	367	517
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.45	0.18	0.03	0.28	0.28	0.15	0.19	0.19	0.07	0.11	0.32
Intersection LOS	E											
Intersection V/C	0.954											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.622

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↱			↰↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	225	1700	56	65	849	187	320	133	353	86	58	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	1700	56	65	849	187	320	133	353	86	58	58
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	425	14	16	212	47	80	33	88	22	15	15
Total Analysis Volume [veh/h]	225	1700	56	65	849	187	320	133	353	86	58	58
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.35	0.04	0.02	0.22	0.22	0.10	0.08	0.22	0.03	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.622											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.747

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↑↱			↰↰↑↑↑↑↱			↰↑↱			↰↰↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	415	2444	995	196	1941	82	91	24	156	991	55	293
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	415	2444	995	196	1941	82	91	24	156	991	55	293
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	611	249	49	485	21	23	6	39	248	14	73
Total Analysis Volume [veh/h]	415	2444	995	196	1941	82	91	24	156	991	55	293
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.38	0.00	0.06	0.30	0.05	0.06	0.02	0.10	0.21	0.03	0.18
Intersection LOS	C											
Intersection V/C	0.747											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	38	1775	266	162	1174	18	8	9	41	211	18	174
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1775	266	162	1174	18	8	9	41	211	18	174
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	444	67	41	294	5	2	2	10	53	5	44
Total Analysis Volume [veh/h]	38	1775	266	162	1174	18	8	9	41	211	18	174
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.43	0.43	0.10	0.25	0.25	0.01	0.03	0.03	0.07	0.07	0.11
Intersection LOS	B											
Intersection V/C	0.666											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.923

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↱			↰ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	128	1429	119	276	1595	96	282	228	66	268	267	491
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	1429	119	276	1595	96	282	228	66	268	267	491
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	357	30	69	399	24	71	57	17	67	67	123
Total Analysis Volume [veh/h]	128	1429	119	276	1595	96	282	228	66	268	267	491
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.32	0.32	0.09	0.35	0.35	0.18	0.18	0.18	0.17	0.17	0.31
Intersection LOS	E											
Intersection V/C	0.923											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	364	1195	439	287	1290	390	337	570	220	768	1130	192
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	364	1195	439	287	1290	390	337	570	220	768	1130	192
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	299	110	72	323	98	84	143	55	192	283	48
Total Analysis Volume [veh/h]	364	1195	439	287	1290	390	337	570	220	768	1130	192
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.25	0.03	0.09	0.20	0.24	0.11	0.18	0.14	0.24	0.24	0.12
Intersection LOS	C											
Intersection V/C	0.776											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.811

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	264	230	25	186	265	799	446	719	160	14	1441	197
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	264	230	25	186	265	799	446	719	160	14	1441	197
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	58	6	47	66	200	112	180	40	4	360	49
Total Analysis Volume [veh/h]	264	230	25	186	265	799	446	719	160	14	1441	197
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.16	0.16	0.06	0.17	0.11	0.14	0.27	0.27	0.01	0.34	0.34
Intersection LOS	D											
Intersection V/C	0.811											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.795

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	217	912	250	542	788	543	324	514	93	237	1069	495
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	912	250	542	788	543	324	514	93	237	1069	495
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	228	63	136	197	136	81	129	23	59	267	124
Total Analysis Volume [veh/h]	217	912	250	542	788	543	324	514	93	237	1069	495
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.19	0.08	0.17	0.16	0.24	0.10	0.19	0.19	0.07	0.33	0.31
Intersection LOS	C											
Intersection V/C	0.795											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	757	1438	9	60	685	637	0	0	0	5	5	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	757	1438	9	60	685	637	0	0	0	5	5	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	189	360	2	15	171	159	0	0	0	1	1	4
Total Analysis Volume [veh/h]	757	1438	9	60	685	637	0	0	0	5	5	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.30	0.30	0.04	0.28	0.28	0.00	0.00	0.00	0.00	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.527											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.680

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	2200	16	16	638	0	511	14	299	21	0	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2200	16	16	638	0	511	14	299	21	0	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	550	4	4	160	0	128	4	75	5	0	9
Total Analysis Volume [veh/h]	0	2200	16	16	638	0	511	14	299	21	0	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.46	0.46	0.01	0.13	0.00	0.16	0.16	0.19	0.01	0.00	0.02
Intersection LOS	B											
Intersection V/C	0.680											

APPENDIX D-XXV

CITY OF SANTA ANA YEAR 2036 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report

Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.941

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	124	1261	163	242	2378	169	91	527	197	230	597	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	1261	163	242	2378	169	91	527	197	230	597	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	315	41	61	595	42	23	132	49	58	149	63
Total Analysis Volume [veh/h]	124	1261	163	242	2378	169	91	527	197	230	597	251
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.30	0.30	0.15	0.53	0.53	0.06	0.16	0.12	0.14	0.27	0.27
Intersection LOS	E											
Intersection V/C	0.941											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	326	229	1032	368	280	821
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	326	229	1032	368	280	821
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	57	258	92	70	205
Total Analysis Volume [veh/h]	326	229	1032	368	280	821
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.14	0.30	0.23	0.18	0.24
Intersection LOS	B					
Intersection V/C	0.670					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.957

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	90	993	191	329	1229	142	225	1055	101	149	649	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	993	191	329	1229	142	225	1055	101	149	649	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	248	48	82	307	36	56	264	25	37	162	21
Total Analysis Volume [veh/h]	90	993	191	329	1229	142	225	1055	101	149	649	85
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.25	0.25	0.21	0.29	0.29	0.14	0.36	0.36	0.09	0.23	0.23
Intersection LOS	E											
Intersection V/C	0.957											

Intersection Level Of Service Report

Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.894

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	73	426	84	113	637	138	179	1267	342	86	649	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	426	84	113	637	138	179	1267	342	86	649	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	107	21	28	159	35	45	317	86	22	162	18
Total Analysis Volume [veh/h]	73	426	84	113	637	138	179	1267	342	86	649	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.16	0.16	0.07	0.24	0.24	0.11	0.50	0.50	0.05	0.22	0.22
Intersection LOS	D											
Intersection V/C	0.894											

Intersection Level Of Service Report

Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	128	555	238	277	1252	120	117	1142	300	171	586	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	555	238	277	1252	120	117	1142	300	171	586	121
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	139	60	69	313	30	29	286	75	43	147	30
Total Analysis Volume [veh/h]	128	555	238	277	1252	120	117	1142	300	171	586	121
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.16	0.15	0.17	0.29	0.29	0.07	0.34	0.19	0.11	0.17	0.08
Intersection LOS	D											
Intersection V/C	0.859											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.819

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	286	943	104	355	1840	200	147	1193	174	271	642	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	286	943	104	355	1840	200	147	1193	174	271	642	175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	236	26	89	460	50	37	298	44	68	161	44
Total Analysis Volume [veh/h]	286	943	104	355	1840	200	147	1193	174	271	642	175
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.22	0.22	0.11	0.36	0.13	0.05	0.23	0.11	0.08	0.13	0.11
Intersection LOS	D											
Intersection V/C	0.819											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.851

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	100	336	137	236	872	345	112	1938	131	81	1440	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	336	137	236	872	345	112	1938	131	81	1440	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	84	34	59	218	86	28	485	33	20	360	39
Total Analysis Volume [veh/h]	100	336	137	236	872	345	112	1938	131	81	1440	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.10	0.09	0.15	0.26	0.22	0.07	0.43	0.43	0.05	0.33	0.33
Intersection LOS	D											
Intersection V/C	0.851											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	171	9	83	84	26	72	21	1736	137	65	1658	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	9	83	84	26	72	21	1736	137	65	1658	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	2	21	21	7	18	5	434	34	16	415	6
Total Analysis Volume [veh/h]	171	9	83	84	26	72	21	1736	137	65	1658	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.05	0.05	0.06	0.06	0.01	0.39	0.39	0.04	0.35	0.35
Intersection LOS	B											
Intersection V/C	0.649											

Intersection Level Of Service Report

Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.922

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	107	690	262	379	1707	175	281	1807	328	296	1090	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	690	262	379	1707	175	281	1807	328	296	1090	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	173	66	95	427	44	70	452	82	74	273	39
Total Analysis Volume [veh/h]	107	690	262	379	1707	175	281	1807	328	296	1090	156
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.14	0.16	0.12	0.39	0.39	0.09	0.35	0.21	0.09	0.21	0.10
Intersection LOS	E											
Intersection V/C	0.922											

Intersection Level Of Service Report

Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.864

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	25	177	84	188	415	310	223	2462	92	63	1159	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	177	84	188	415	310	223	2462	92	63	1159	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	44	21	47	104	78	56	616	23	16	290	17
Total Analysis Volume [veh/h]	25	177	84	188	415	310	223	2462	92	63	1159	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.08	0.12	0.23	0.23	0.14	0.53	0.53	0.04	0.26	0.26
Intersection LOS	D											
Intersection V/C	0.864											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.912

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	63	372	322	742	988	221	276	1902	291	179	612	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	372	322	742	988	221	276	1902	291	179	612	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	93	81	186	247	55	69	476	73	45	153	63
Total Analysis Volume [veh/h]	63	372	322	742	988	221	276	1902	291	179	612	251
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.07	0.20	0.23	0.19	0.14	0.09	0.37	0.18	0.06	0.12	0.16
Intersection LOS	E											
Intersection V/C	0.912											

Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

Intersection Setup

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	1113	0	1077	0	1963	1265	0	1513	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1113	0	1077	0	1963	1265	0	1513	169
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	278	0	269	0	491	316	0	378	42
Total Analysis Volume [veh/h]	0	0	0	1113	0	1077	0	1963	1265	0	1513	169
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.35	0.00	0.34	0.00	0.38	0.00	0.00	0.30	0.00
Intersection LOS	C											
Intersection V/C	0.783											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.106

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	135	4	30	111	31	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	4	30	111	31	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	1	8	28	8	9
Total Analysis Volume [veh/h]	135	4	30	111	31	37
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.04	0.02	0.03	0.02	0.02
Intersection LOS	A					
Intersection V/C	0.106					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	79	958	41	92	2200	43	141	0	185	40	0	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	958	41	92	2200	43	141	0	185	40	0	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	240	10	23	550	11	35	0	46	10	0	5
Total Analysis Volume [veh/h]	79	958	41	92	2200	43	141	0	185	40	0	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.19	0.03	0.03	0.47	0.47	0.09	0.00	0.12	0.03	0.00	0.01
Intersection LOS	B											
Intersection V/C	0.641											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.842

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	216	1258	207	237	2054	163	63	382	75	384	350	152
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	1258	207	237	2054	163	63	382	75	384	350	152
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	315	52	59	514	41	16	96	19	96	88	38
Total Analysis Volume [veh/h]	216	1258	207	237	2054	163	63	382	75	384	350	152
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.25	0.13	0.07	0.46	0.46	0.02	0.14	0.14	0.12	0.10	0.10
Intersection LOS	D											
Intersection V/C	0.842											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	50	344	222	242	737	61	60	782	239	231	452	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	344	222	242	737	61	60	782	239	231	452	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	86	56	61	184	15	15	196	60	58	113	19
Total Analysis Volume [veh/h]	50	344	222	242	737	61	60	782	239	231	452	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.10	0.00	0.08	0.17	0.17	0.02	0.21	0.21	0.07	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.517											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	5	9	13	188	13	99	56	1324	32	54	683	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	9	13	188	13	99	56	1324	32	54	683	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	47	3	25	14	331	8	14	171	11
Total Analysis Volume [veh/h]	5	9	13	188	13	99	56	1324	32	54	683	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.12	0.01	0.06	0.02	0.26	0.02	0.02	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.458											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.418

Intersection Setup

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	13	68	0	37	35	1304	33	62	690	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	13	68	0	37	35	1304	33	62	690	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	326	8	16	173	12
Total Analysis Volume [veh/h]	10	0	13	68	0	37	35	1304	33	62	690	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.04	0.00	0.02	0.02	0.28	0.28	0.04	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.418											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.837

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	174	640	158	293	1905	142	160	1143	576	289	532	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	174	640	158	293	1905	142	160	1143	576	289	532	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	160	40	73	476	36	40	286	144	72	133	47
Total Analysis Volume [veh/h]	174	640	158	293	1905	142	160	1143	576	289	532	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.13	0.10	0.09	0.37	0.09	0.05	0.27	0.27	0.09	0.10	0.12
Intersection LOS	D											
Intersection V/C	0.837											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.414

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↱			↰ ↰ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	41	96	107	145	114	188	108	811	81	65	433	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	96	107	145	114	188	108	811	81	65	433	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	24	27	36	29	47	27	203	20	16	108	9
Total Analysis Volume [veh/h]	41	96	107	145	114	188	108	811	81	65	433	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.07	0.09	0.09	0.09	0.03	0.19	0.19	0.02	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.414											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.558

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↑↱↱			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	280	216	0	11	860	239	396	0	815	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	280	216	0	11	860	239	396	0	815	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	54	0	3	215	60	99	0	204	0	0	0
Total Analysis Volume [veh/h]	280	216	0	11	860	239	396	0	815	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.05	0.00	0.01	0.25	0.15	0.12	0.00	0.17	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.558											

Intersection Level Of Service Report

Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.130

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1580	720	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1580	720	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	395	180	9
Total Analysis Volume [veh/h]	0	69	0	1580	720	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.80	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.45	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	11.14	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.80		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1904	1501	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1904	1501	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	476	375	2
Total Analysis Volume [veh/h]	0	3	0	1904	1501	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	17.04	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.75	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.04		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1381	26	27	2435	41	76	0	80	18	0	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1381	26	27	2435	41	76	0	80	18	0	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	345	7	7	609	10	19	0	20	5	0	7
Total Analysis Volume [veh/h]	38	1381	26	27	2435	41	76	0	80	18	0	26
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.27	0.02	0.02	0.52	0.52	0.05	0.00	0.10	0.01	0.00	0.03
Intersection LOS	B											
Intersection V/C	0.686											

Intersection Level Of Service Report

Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1458	2487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1458	2487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	365	622	0	0	0
Total Analysis Volume [veh/h]	0	1458	2487	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	30.30
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		30.30	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	32.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.147

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	1091	2346	22	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1091	2346	22	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	273	587	6	0	6
Total Analysis Volume [veh/h]	0	1091	2346	22	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.15
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	32.00
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.50
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	12.58
d_A, Approach Delay [s/veh]	0.00		0.00		32.00	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	33.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.161

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	1091	2344	81	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1091	2344	81	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	273	586	20	0	6
Total Analysis Volume [veh/h]	0	1091	2344	81	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.16
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	33.66
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.55
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	13.87
d_A, Approach Delay [s/veh]	0.00		0.00		33.66	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	104.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.911

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	149	2295	13	0	1366
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	149	2295	13	0	1366
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	37	574	3	0	342
Total Analysis Volume [veh/h]	0	149	2295	13	0	1366
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.91	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	104.06	0.00	0.00	0.00	0.00
Movement LOS		F	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	6.62	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	165.51	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	104.06		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	4.06					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	45.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	90	2218	6	0	1366
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	90	2218	6	0	1366
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	555	2	0	342
Total Analysis Volume [veh/h]	0	90	2218	6	0	1366
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.52	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	45.73	0.00	0.00	0.00	0.00
Movement LOS		E	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	2.57	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	64.23	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	45.73		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	1.12					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	243	2	0	251	0	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	243	2	0	251	0	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	1	0	63	0	9
Total Analysis Volume [veh/h]	243	2	0	251	0	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.14
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	3.19
d_A, Approach Delay [s/veh]	0.00		0.00		9.14	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	200	3	0	203	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	3	0	203	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	1	0	51	0	1
Total Analysis Volume [veh/h]	200	3	0	203	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.86
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.00		8.86	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	167	8	0	184	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	8	0	184	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	2	0	46	0	3
Total Analysis Volume [veh/h]	167	8	0	184	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.82
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.88
d_A, Approach Delay [s/veh]	0.00		0.00		8.82	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	278	2	0	251	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	278	2	0	251	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	1	0	63	0	3
Total Analysis Volume [veh/h]	278	2	0	251	0	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.14
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.12
d_A, Approach Delay [s/veh]	0.00		0.00		9.14	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱						↰ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	0	176	1	3	167	8	0	0	0	8	0	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	176	1	3	167	8	0	0	0	8	0	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	44	0	1	42	2	0	0	0	2	0	3
Total Analysis Volume [veh/h]	0	176	1	3	167	8	0	0	0	8	0	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	7.57	0.00	0.00	7.58	0.00	0.00	0.00	0.00	0.00	10.49	11.41	8.83
Movement LOS	A	A	A	A	A	A				B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.91	0.96	0.96
d_A, Approach Delay [s/veh]	0.00			0.13			0.00			9.49		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.57											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	241.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.161

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	┼			┼			┐│├			┐│├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	19	6	32	34	7	182	84	922	38	19	932	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	6	32	34	7	182	84	922	38	19	932	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	8	9	2	46	21	231	10	5	233	6
Total Analysis Volume [veh/h]	19	6	32	34	7	182	84	922	38	19	932	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.57	0.14	0.06	0.69	0.16	0.34	0.12	0.01	0.00	0.03	0.01	0.00
d_M, Delay for Movement [s/veh]	198.62	173.16	97.94	231.56	241.46	165.25	10.69	0.00	0.00	10.19	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	3.65	3.65	3.65	11.66	11.66	11.66	0.40	0.00	0.00	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	91.28	91.28	91.28	291.46	291.46	291.46	9.92	0.00	0.00	2.05	0.00	0.00
d_A, Approach Delay [s/veh]	139.42			177.75			0.86			0.20		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	21.19											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.090

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	135	4	30	111	31	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	4	30	111	31	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	1	8	28	8	9
Total Analysis Volume [veh/h]	135	4	30	111	31	37
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	6	10	6	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	41	0	20	61	29	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	7	0
Pedestrian Clearance [s]	11	0	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	70	70	3	77	5	5
g / C, Green / Cycle	0.78	0.78	0.04	0.86	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.02	0.03	0.02	0.02
s, saturation flow rate [veh/h]	1870	1851	1781	3186	1781	1589
c, Capacity [veh/h]	1449	1434	65	2725	99	88
d1, Uniform Delay [s]	2.37	2.37	42.52	0.97	40.87	41.11
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.06	5.06	0.03	1.78	3.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.05	0.46	0.04	0.31	0.42
d, Delay for Lane Group [s/veh]	2.44	2.44	47.58	1.00	42.64	44.24
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.19	0.19	0.73	0.03	0.71	0.87
50th-Percentile Queue Length [ft/ln]	4.72	4.73	18.13	0.64	17.76	21.78
95th-Percentile Queue Length [veh/ln]	0.34	0.34	1.31	0.05	1.28	1.57
95th-Percentile Queue Length [ft/ln]	8.50	8.51	32.63	1.15	31.98	39.21

Movement, Approach, & Intersection Results

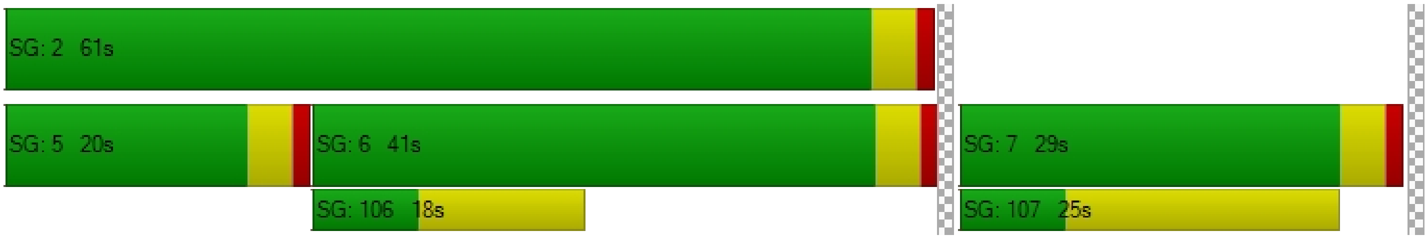
d_M, Delay for Movement [s/veh]	2.44	2.44	47.58	1.00	42.64	44.24
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	2.44		10.91		43.51	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	13.90					
Intersection LOS	B					
Intersection V/C	0.090					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.381	1.967
Crosswalk LOS	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	822	1266	555
d_b, Bicycle Delay [s]	15.62	6.06	23.48
I_b,int, Bicycle LOS Score for Intersection	1.674	1.676	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	79	958	41	92	2200	43	141	0	185	40	0	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	958	41	92	2200	43	141	0	185	40	0	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	240	10	23	550	11	35	0	46	10	0	5
Total Analysis Volume [veh/h]	79	958	41	92	2200	43	141	0	185	40	0	18
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	10	0	6	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	25	0	10	25	0	0	65	0	0	65	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	R	L	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	67	67	6	67	67	16	16	16	16
g / C, Green / Cycle	0.05	0.67	0.67	0.06	0.67	0.67	0.16	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.02	0.21	0.03	0.03	0.41	0.42	0.13	0.12	0.03	0.01
s, saturation flow rate [veh/h]	3459	4558	1589	3459	3560	1852	1118	1589	1198	1589
c, Capacity [veh/h]	185	3031	1057	192	2375	1235	250	253	82	253
d1, Uniform Delay [s]	45.84	7.10	5.76	45.82	9.45	9.48	42.32	39.99	49.89	35.74
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.55	0.27	0.07	1.84	1.23	2.37	1.99	4.03	4.40	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.32	0.04	0.48	0.62	0.62	0.56	0.73	0.49	0.07
d, Delay for Lane Group [s/veh]	47.39	7.37	5.82	47.66	10.68	11.85	44.31	44.03	54.29	35.86
Lane Group LOS	D	A	A	D	B	B	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.99	2.67	0.29	1.15	8.41	9.19	3.49	4.57	1.10	0.38
50th-Percentile Queue Length [ft/ln]	24.66	66.81	7.26	28.82	210.15	229.64	87.14	114.21	27.40	9.52
95th-Percentile Queue Length [veh/ln]	1.78	4.81	0.52	2.08	13.16	14.16	6.27	8.07	1.97	0.69
95th-Percentile Queue Length [ft/ln]	44.38	120.25	13.06	51.88	329.02	353.90	156.86	201.84	49.33	17.14

Movement, Approach, & Intersection Results

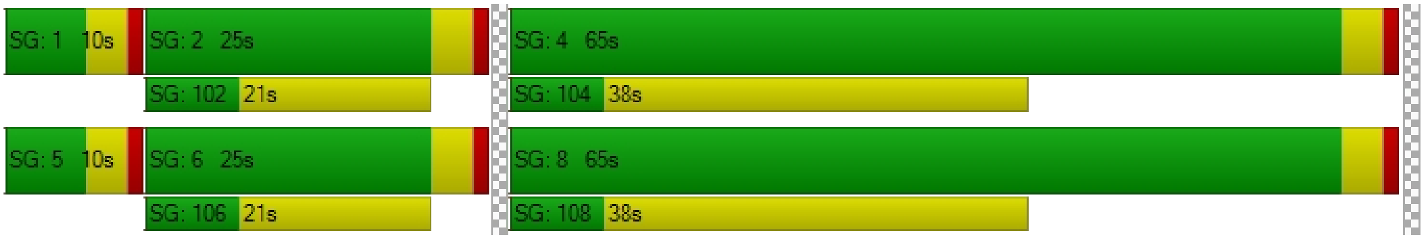
d_M, Delay for Movement [s/veh]	47.39	7.37	5.82	47.66	11.07	11.85	44.31	44.31	44.03	54.29	35.86	35.86
Movement LOS	D	A	A	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	10.25			12.52			44.15			48.57		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	15.14											
Intersection LOS	B											
Intersection V/C	0.641											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	3.290	3.352	2.245	2.182
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	420	420	1220	1220
d_b, Bicycle Delay [s]	31.21	31.21	7.61	7.61
I_b,int, Bicycle LOS Score for Intersection	2.153	2.844	2.098	1.655
Bicycle LOS	B	C	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.381

Intersection Setup

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Driveway			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	13	68	0	37	35	1304	33	62	690	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	13	68	0	37	35	1304	33	62	690	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	326	8	16	173	12
Total Analysis Volume [veh/h]	10	0	13	68	0	37	35	1304	33	62	690	47
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	6	10	0	6	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	39	0	0	39	0	10	41	0	10	41	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	24	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	9	4	64	64	5	65	65
g / C, Green / Cycle	0.10	0.10	0.10	0.10	0.04	0.71	0.71	0.05	0.72	0.72
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.05	0.02	0.02	0.25	0.25	0.03	0.15	0.15
s, saturation flow rate [veh/h]	1371	1589	1401	1589	1781	3560	1846	1781	3186	1619
c, Capacity [veh/h]	168	165	189	165	71	2525	1309	96	2302	1170
d1, Uniform Delay [s]	39.74	36.45	40.26	37.01	42.32	5.06	5.06	41.78	4.09	4.09
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.15	0.20	1.16	0.68	5.12	0.38	0.73	7.19	0.21	0.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.08	0.36	0.22	0.49	0.35	0.35	0.65	0.21	0.21
d, Delay for Lane Group [s/veh]	39.89	36.65	41.41	37.69	47.44	5.44	5.80	48.96	4.30	4.51
Lane Group LOS	D	D	D	D	D	A	A	D	A	A
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.22	0.27	1.52	0.78	0.84	2.42	2.64	1.50	1.10	1.19
50th-Percentile Queue Length [ft/ln]	5.40	6.71	38.00	19.49	21.00	60.54	66.01	37.44	27.38	29.72
95th-Percentile Queue Length [veh/ln]	0.39	0.48	2.74	1.40	1.51	4.36	4.75	2.70	1.97	2.14
95th-Percentile Queue Length [ft/ln]	9.72	12.07	68.40	35.08	37.80	108.97	118.81	67.39	49.28	53.49

Movement, Approach, & Intersection Results

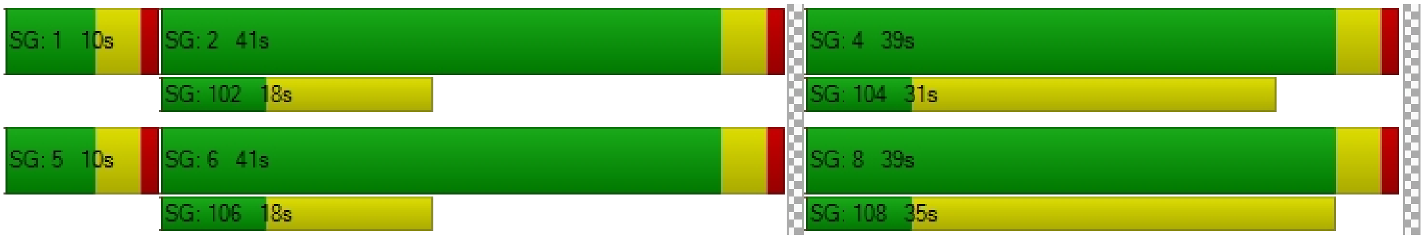
d_M, Delay for Movement [s/veh]	39.89	36.65	36.65	41.41	37.69	37.69	47.44	5.56	5.80	48.96	4.36	4.51
Movement LOS	D	D	D	D	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	38.06			40.10			6.63			7.83		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	8.89											
Intersection LOS	A											
Intersection V/C	0.381											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	1.972	1.990	2.999	3.096
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	778	822	822
d_b, Bicycle Delay [s]	16.82	16.82	15.62	15.62
I_b,int, Bicycle LOS Score for Intersection	1.598	1.733	2.314	1.999
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.130

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1580	720	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1580	720	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	395	180	9
Total Analysis Volume [veh/h]	0	69	0	1580	720	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.80	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.45	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	11.14	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.80		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1904	1501	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1904	1501	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	476	375	2
Total Analysis Volume [veh/h]	0	3	0	1904	1501	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	17.04	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.75	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.04		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	10.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1381	26	27	2435	41	76	0	80	18	0	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1381	26	27	2435	41	76	0	80	18	0	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	345	7	7	609	10	19	0	20	5	0	7
Total Analysis Volume [veh/h]	38	1381	26	27	2435	41	76	0	80	18	0	26
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	10	0	6	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	68	0	10	68	0	0	42	0	0	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	11	0	0	31	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	91	91	4	90	90	14	14
g / C, Green / Cycle	0.04	0.76	0.76	0.03	0.75	0.75	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.01	0.30	0.02	0.02	0.46	0.46	0.10	0.03
s, saturation flow rate [veh/h]	3459	4558	1589	1781	3560	1854	1592	1484
c, Capacity [veh/h]	126	3445	1201	54	2669	1390	226	212
d1, Uniform Delay [s]	56.33	5.13	3.64	57.30	6.92	6.95	51.85	48.33
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.34	0.35	0.03	7.16	1.04	2.02	3.72	0.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.40	0.02	0.50	0.61	0.61	0.69	0.21
d, Delay for Lane Group [s/veh]	57.66	5.48	3.67	64.46	7.97	8.96	55.57	48.82
Lane Group LOS	E	A	A	E	A	A	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.58	3.27	0.14	0.90	7.85	8.62	4.87	1.24
50th-Percentile Queue Length [ft/ln]	14.41	81.75	3.44	22.53	196.29	215.39	121.77	31.06
95th-Percentile Queue Length [veh/ln]	1.04	5.89	0.25	1.62	12.45	13.43	8.49	2.24
95th-Percentile Queue Length [ft/ln]	25.94	147.14	6.19	40.56	311.18	335.74	212.26	55.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.66	5.48	3.67	64.46	8.30	8.96	55.57	55.57	55.57	48.82	48.82	48.82
Movement LOS	E	A	A	E	A	A	E	E	E	D	D	D
d_A, Approach Delay [s/veh]	6.82			8.91			55.57			48.82		
Approach LOS	A			A			E			D		
d_I, Intersection Delay [s/veh]	10.36											
Intersection LOS	B											
Intersection V/C	0.631											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	3.463	3.456	2.018	1.768
Crosswalk LOS	C	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1067	1067	633	633
d_b, Bicycle Delay [s]	13.06	13.06	28.01	28.01
I_b,int, Bicycle LOS Score for Intersection	2.354	2.936	1.817	1.632
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1458	2487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1458	2487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	365	622	0	0	0
Total Analysis Volume [veh/h]	0	1458	2487	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	30.30
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		30.30	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	32.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.147

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	1091	2346	22	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1091	2346	22	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	273	587	6	0	6
Total Analysis Volume [veh/h]	0	1091	2346	22	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.15
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	32.00
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.50
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	12.58
d_A, Approach Delay [s/veh]	0.00		0.00		32.00	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	33.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.161

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	1091	2344	81	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1091	2344	81	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	273	586	20	0	6
Total Analysis Volume [veh/h]	0	1091	2344	81	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.16
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	33.66
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.55
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	13.87
d_A, Approach Delay [s/veh]	0.00		0.00		33.66	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	104.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.911

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	149	2295	13	0	1366
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	149	2295	13	0	1366
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	37	574	3	0	342
Total Analysis Volume [veh/h]	0	149	2295	13	0	1366
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.91	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	104.06	0.00	0.00	0.00	0.00
Movement LOS		F	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	6.62	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	165.51	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	104.06		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	4.06					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	45.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	90	2218	6	0	1366
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	90	2218	6	0	1366
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	555	2	0	342
Total Analysis Volume [veh/h]	0	90	2218	6	0	1366
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.52	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	45.73	0.00	0.00	0.00	0.00
Movement LOS		E	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	2.57	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	64.23	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	45.73		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	1.12					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	243	2	0	251	0	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	243	2	0	251	0	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	1	0	63	0	9
Total Analysis Volume [veh/h]	243	2	0	251	0	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.14
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	3.19
d_A, Approach Delay [s/veh]	0.00		0.00		9.14	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	200	3	0	203	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	3	0	203	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	1	0	51	0	1
Total Analysis Volume [veh/h]	200	3	0	203	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.86
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00		0.00		8.86	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	167	8	0	184	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	8	0	184	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	2	0	46	0	3
Total Analysis Volume [veh/h]	167	8	0	184	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.82
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.88
d_A, Approach Delay [s/veh]	0.00		0.00		8.82	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	278	2	0	251	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	278	2	0	251	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	1	0	63	0	3
Total Analysis Volume [veh/h]	278	2	0	251	0	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.14
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.12
d_A, Approach Delay [s/veh]	0.00		0.00		9.14	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱						↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	0	176	1	3	167	8	0	0	0	8	0	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	176	1	3	167	8	0	0	0	8	0	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	44	0	1	42	2	0	0	0	2	0	3
Total Analysis Volume [veh/h]	0	176	1	3	167	8	0	0	0	8	0	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	7.57	0.00	0.00	7.58	0.00	0.00	0.00	0.00	0.00	10.49	11.41	8.83
Movement LOS	A	A	A	A	A	A				B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.91	0.96	0.96
d_A, Approach Delay [s/veh]	0.00			0.13			0.00			9.49		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.57											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.088

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	482	2120	232	172	1219	149	166	754	189	96	858	218
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	482	2120	232	172	1219	149	166	754	189	96	858	218
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	530	58	43	305	37	42	189	47	24	215	55
Total Analysis Volume [veh/h]	482	2120	232	172	1219	149	166	754	189	96	858	218
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.49	0.49	0.11	0.29	0.29	0.10	0.22	0.12	0.06	0.34	0.34
Intersection LOS	F											
Intersection V/C	1.088											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	769	293	822	167	185	1352
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	769	293	822	167	185	1352
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	192	73	206	42	46	338
Total Analysis Volume [veh/h]	769	293	822	167	185	1352
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.18	0.24	0.10	0.12	0.40
Intersection LOS	B					
Intersection V/C	0.686					

Intersection Level Of Service Report

Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.064

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	209	1610	269	108	1092	207	234	834	75	146	1243	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	209	1610	269	108	1092	207	234	834	75	146	1243	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	403	67	27	273	52	59	209	19	37	311	17
Total Analysis Volume [veh/h]	209	1610	269	108	1092	207	234	834	75	146	1243	66
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.39	0.39	0.07	0.27	0.27	0.15	0.28	0.28	0.09	0.41	0.41
Intersection LOS	F											
Intersection V/C	1.064											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.034

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	138	982	92	76	449	122	182	917	96	87	1466	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	982	92	76	449	122	182	917	96	87	1466	93
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	246	23	19	112	31	46	229	24	22	367	23
Total Analysis Volume [veh/h]	138	982	92	76	449	122	182	917	96	87	1466	93
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.34	0.34	0.05	0.18	0.18	0.11	0.32	0.32	0.05	0.49	0.49
Intersection LOS	F											
Intersection V/C	1.034											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.062

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	292	1523	454	165	624	136	96	754	122	143	1362	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	292	1523	454	165	624	136	96	754	122	143	1362	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	381	114	41	156	34	24	189	31	36	341	67
Total Analysis Volume [veh/h]	292	1523	454	165	624	136	96	754	122	143	1362	267
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.45	0.28	0.10	0.16	0.16	0.06	0.22	0.08	0.09	0.40	0.17
Intersection LOS	F											
Intersection V/C	1.062											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.962

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	280	1978	106	209	1161	103	323	881	284	207	1591	277
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	280	1978	106	209	1161	103	323	881	284	207	1591	277
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	495	27	52	290	26	81	220	71	52	398	69
Total Analysis Volume [veh/h]	280	1978	106	209	1161	103	323	881	284	207	1591	277
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.43	0.43	0.07	0.23	0.06	0.10	0.17	0.18	0.06	0.31	0.17
Intersection LOS	E											
Intersection V/C	0.962											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.002

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	229	1109	290	138	311	95	112	1104	105	107	1950	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	1109	290	138	311	95	112	1104	105	107	1950	302
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	277	73	35	78	24	28	276	26	27	488	76
Total Analysis Volume [veh/h]	229	1109	290	138	311	95	112	1104	105	107	1950	302
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.33	0.18	0.09	0.09	0.06	0.07	0.25	0.25	0.07	0.47	0.47
Intersection LOS	F											
Intersection V/C	1.002											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	280	60	181	33	21	46	41	1464	185	121	1849	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	280	60	181	33	21	46	41	1464	185	121	1849	54
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	15	45	8	5	12	10	366	46	30	462	14
Total Analysis Volume [veh/h]	280	60	181	33	21	46	41	1464	185	121	1849	54
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.04	0.11	0.02	0.04	0.04	0.03	0.34	0.34	0.08	0.40	0.40
Intersection LOS	B											
Intersection V/C	0.689											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.952

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	398	1748	339	261	1076	152	396	984	207	433	1806	337
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	398	1748	339	261	1076	152	396	984	207	433	1806	337
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	437	85	65	269	38	99	246	52	108	452	84
Total Analysis Volume [veh/h]	398	1748	339	261	1076	152	396	984	207	433	1806	337
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.34	0.21	0.08	0.26	0.26	0.12	0.19	0.13	0.14	0.35	0.21
Intersection LOS	E											
Intersection V/C	0.952											

Intersection Level Of Service Report

Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.079

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	153	763	86	98	271	234	240	1256	73	72	2447	204
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	153	763	86	98	271	234	240	1256	73	72	2447	204
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	191	22	25	68	59	60	314	18	18	612	51
Total Analysis Volume [veh/h]	153	763	86	98	271	234	240	1256	73	72	2447	204
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.27	0.27	0.06	0.16	0.16	0.15	0.28	0.28	0.05	0.55	0.55
Intersection LOS	F											
Intersection V/C	1.079											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.918

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	562	1381	385	327	461	320	343	817	68	248	1965	527
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	562	1381	385	327	461	320	343	817	68	248	1965	527
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	141	345	96	82	115	80	86	204	17	62	491	132
Total Analysis Volume [veh/h]	562	1381	385	327	461	320	343	817	68	248	1965	527
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.27	0.24	0.10	0.09	0.20	0.11	0.16	0.04	0.08	0.39	0.33
Intersection LOS	E											
Intersection V/C	0.918											

Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	336	0	940	0	1468	1220	0	1867	703
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	336	0	940	0	1468	1220	0	1867	703
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	84	0	235	0	367	305	0	467	176
Total Analysis Volume [veh/h]	0	0	0	336	0	940	0	1468	1220	0	1867	703
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.11	0.00	0.29	0.00	0.29	0.00	0.00	0.37	0.00
Intersection LOS	C											
Intersection V/C	0.710											

Intersection Level Of Service Report

Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.214

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	316	15	79	132	17	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	316	15	79	132	17	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	4	20	33	4	16
Total Analysis Volume [veh/h]	316	15	79	132	17	64
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

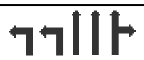
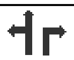
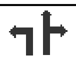
V/C, Movement V/C Ratio	0.10	0.10	0.05	0.04	0.01	0.04
Intersection LOS	A					
Intersection V/C	0.214					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	188	2336	92	233	1457	112	116	0	113	90	0	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	2336	92	233	1457	112	116	0	113	90	0	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	584	23	58	364	28	29	0	28	23	0	33
Total Analysis Volume [veh/h]	188	2336	92	233	1457	112	116	0	113	90	0	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.46	0.06	0.07	0.33	0.33	0.07	0.00	0.07	0.06	0.00	0.08
Intersection LOS	C											
Intersection V/C	0.736											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.834

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	234	2118	473	167	1415	105	267	558	109	336	792	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	234	2118	473	167	1415	105	267	558	109	336	792	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	530	118	42	354	26	67	140	27	84	198	50
Total Analysis Volume [veh/h]	234	2118	473	167	1415	105	267	558	109	336	792	200
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.42	0.30	0.05	0.32	0.32	0.08	0.21	0.21	0.11	0.23	0.13
Intersection LOS	D											
Intersection V/C	0.834											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.798

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	261	1369	736	93	453	45	145	691	180	405	1020	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	261	1369	736	93	453	45	145	691	180	405	1020	279
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	342	184	23	113	11	36	173	45	101	255	70
Total Analysis Volume [veh/h]	261	1369	736	93	453	45	145	691	180	405	1020	279
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.40	0.00	0.03	0.10	0.10	0.05	0.18	0.18	0.13	0.27	0.27
Intersection LOS	C											
Intersection V/C	0.798											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	58	73	163	104	26	143	201	1227	56	136	1510	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	73	163	104	26	143	201	1227	56	136	1510	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	18	41	26	7	36	50	307	14	34	378	42
Total Analysis Volume [veh/h]	58	73	163	104	26	143	201	1227	56	136	1510	168
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.15	0.07	0.02	0.09	0.06	0.24	0.04	0.04	0.35	0.35
Intersection LOS	B											
Intersection V/C	0.675											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	148	90	0	64	70	1341	65	110	1707	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	148	90	0	64	70	1341	65	110	1707	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	37	23	0	16	18	335	16	28	427	22
Total Analysis Volume [veh/h]	10	0	148	90	0	64	70	1341	65	110	1707	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.09	0.06	0.00	0.04	0.04	0.29	0.29	0.07	0.37	0.37
Intersection LOS	B											
Intersection V/C	0.617											

Intersection Level Of Service Report

Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.857

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑⊢↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	829	1783	259	219	1009	265	357	741	337	307	1215	381
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	829	1783	259	219	1009	265	357	741	337	307	1215	381
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	207	446	65	55	252	66	89	185	84	77	304	95
Total Analysis Volume [veh/h]	829	1783	259	219	1009	265	357	741	337	307	1215	381
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.35	0.16	0.07	0.20	0.17	0.11	0.17	0.17	0.10	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.857											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	80	394	79	50	101	194	272	826	96	86	955	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	394	79	50	101	194	272	826	96	86	955	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	99	20	13	25	49	68	207	24	22	239	29
Total Analysis Volume [veh/h]	80	394	79	50	101	194	272	826	96	86	955	114
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.05	0.03	0.09	0.09	0.09	0.19	0.19	0.03	0.22	0.22
Intersection LOS	A											
Intersection V/C	0.505											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	900	1193	0	9	281	375	660	0	557	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	900	1193	0	9	281	375	660	0	557	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	225	298	0	2	70	94	165	0	139	0	0	0
Total Analysis Volume [veh/h]	900	1193	0	9	281	375	660	0	557	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.25	0.00	0.01	0.08	0.23	0.21	0.00	0.00	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.772											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	23.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.159

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1555	1810	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1555	1810	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	389	453	11
Total Analysis Volume [veh/h]	0	37	0	1555	1810	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	23.41	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.56	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	13.89	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.41		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	21.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1488	1863	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1488	1863	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	372	466	3
Total Analysis Volume [veh/h]	0	10	0	1488	1863	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	21.48	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.14	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.42	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.48		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2590	82	34	1650	99	79	0	69	20	0	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2590	82	34	1650	99	79	0	69	20	0	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	648	21	9	413	25	20	0	17	5	0	33
Total Analysis Volume [veh/h]	91	2590	82	34	1650	99	79	0	69	20	0	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.51	0.05	0.02	0.36	0.36	0.05	0.00	0.09	0.01	0.00	0.10
Intersection LOS	C											
Intersection V/C	0.724											

Intersection Level Of Service Report

Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2671	1761	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2671	1761	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	668	440	0	0	0
Total Analysis Volume [veh/h]	0	2671	1761	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	19.46
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		19.46	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.079

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	2602	1757	56	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2602	1757	56	0	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	651	439	14	0	5
Total Analysis Volume [veh/h]	0	2602	1757	56	0	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	21.33
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.26
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.41
d_A, Approach Delay [s/veh]	0.00		0.00		21.33	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	23.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.081

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	2602	1796	194	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2602	1796	194	0	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	651	449	49	0	4
Total Analysis Volume [veh/h]	0	2602	1796	194	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	23.74
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.26
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.57
d_A, Approach Delay [s/veh]	0.00		0.00		23.74	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	26.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	103	1613	36	0	2311
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	103	1613	36	0	2311
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	26	403	9	0	578
Total Analysis Volume [veh/h]	0	103	1613	36	0	2311
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.38	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	26.18	0.00	0.00	0.00	0.00
Movement LOS		D	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	1.70	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	42.49	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	26.18		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.66					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	20.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.179

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	50	1597	14	0	2311
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	50	1597	14	0	2311
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	399	4	0	578
Total Analysis Volume [veh/h]	0	50	1597	14	0	2311
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	20.69	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.64	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	16.01	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.69		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.036

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↑ ↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	648	5	0	393	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	648	5	0	393	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	162	1	0	98	0	6
Total Analysis Volume [veh/h]	648	5	0	393	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.58
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	2.79
d_A, Approach Delay [s/veh]	0.00		0.00		10.58	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	540	8	0	291	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	540	8	0	291	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	2	0	73	0	2
Total Analysis Volume [veh/h]	540	8	0	291	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.02
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.73
d_A, Approach Delay [s/veh]	0.00		0.00		10.02	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	417	19	0	262	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	417	19	0	262	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	5	0	66	0	1
Total Analysis Volume [veh/h]	417	19	0	262	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.61
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.48
d_A, Approach Delay [s/veh]	0.00		0.00		9.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	668	5	0	393	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	668	5	0	393	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	167	1	0	98	0	2
Total Analysis Volume [veh/h]	668	5	0	393	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.53
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.92
d_A, Approach Delay [s/veh]	0.00		0.00		10.53	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱						↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	25	487	5	8	229	22	0	0	0	7	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	487	5	8	229	22	0	0	0	7	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	122	1	2	57	6	0	0	0	2	0	1
Total Analysis Volume [veh/h]	25	487	5	8	229	22	0	0	0	7	0	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	7.80	0.00	0.00	8.40	0.00	0.00	0.00	0.00	0.00	16.02	16.81	9.80
Movement LOS	A	A	A	A	A	A				C	C	A
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.06	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.46	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00	1.60	0.50	0.50
d_A, Approach Delay [s/veh]	0.38			0.26			0.00			13.43		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	0.54											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	249.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✚			✚			┐║├			┐║├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	30	2	25	14	2	70	104	747	58	46	1174	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	2	25	14	2	70	104	747	58	46	1174	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	6	4	1	18	26	187	15	12	294	11
Total Analysis Volume [veh/h]	30	2	25	14	2	70	104	747	58	46	1174	43
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.77	0.07	0.04	0.45	0.07	0.16	0.18	0.01	0.00	0.06	0.01	0.00
d_M, Delay for Movement [s/veh]	221.11	249.71	134.68	166.58	173.02	58.82	12.74	0.00	0.00	9.68	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.16	4.16	4.16	3.68	3.68	3.68	0.66	0.00	0.00	0.18	0.00	0.00
95th-Percentile Queue Length [ft/ln]	104.03	104.03	104.03	91.95	91.95	91.95	16.59	0.00	0.00	4.48	0.00	0.00
d_A, Approach Delay [s/veh]	184.20			79.02			1.46			0.35		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	8.24											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.201

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↰ ↑ ↑		↰ ↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	316	15	79	132	17	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	316	15	79	132	17	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	4	20	33	4	16
Total Analysis Volume [veh/h]	316	15	79	132	17	64
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	6	10	6	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	22	0	39	61	29	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	7	0
Pedestrian Clearance [s]	11	0	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	67	67	5	77	5	5
g / C, Green / Cycle	0.75	0.75	0.06	0.85	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.04	0.04	0.01	0.04
s, saturation flow rate [veh/h]	1870	1841	1781	3186	1781	1589
c, Capacity [veh/h]	1400	1378	105	2715	105	94
d1, Uniform Delay [s]	3.12	3.13	41.70	1.03	40.25	41.54
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.17	0.18	10.15	0.03	0.71	8.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.12	0.75	0.05	0.16	0.68
d, Delay for Lane Group [s/veh]	3.29	3.31	51.85	1.06	40.97	49.97
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.60	0.60	1.97	0.04	0.38	1.61
50th-Percentile Queue Length [ft/ln]	14.95	15.00	49.17	0.91	9.48	40.31
95th-Percentile Queue Length [veh/ln]	1.08	1.08	3.54	0.07	0.68	2.90
95th-Percentile Queue Length [ft/ln]	26.90	27.00	88.51	1.65	17.07	72.56

Movement, Approach, & Intersection Results

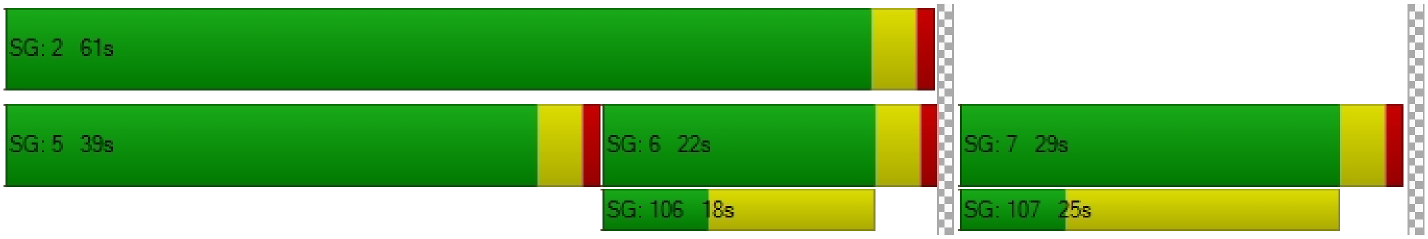
d_M, Delay for Movement [s/veh]	3.30	3.31	51.85	1.06	40.97	49.97
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	3.30		20.08		48.08	
Approach LOS	A		C		D	
d_I, Intersection Delay [s/veh]	14.80					
Intersection LOS	B					
Intersection V/C	0.201					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.453	1.987
Crosswalk LOS	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	1266	555
d_b, Bicycle Delay [s]	28.81	6.06	23.48
I_b,int, Bicycle LOS Score for Intersection	1.833	1.734	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	29.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.792

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	188	2336	92	233	1457	112	116	0	113	90	0	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	2336	92	233	1457	112	116	0	113	90	0	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	584	23	58	364	28	29	0	28	23	0	33
Total Analysis Volume [veh/h]	188	2336	92	233	1457	112	116	0	113	90	0	132
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	10	0	6	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	12	65	0	13	66	0	0	42	0	0	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	67	67	9	68	68	32	32	32	32
g / C, Green / Cycle	0.07	0.56	0.56	0.08	0.57	0.57	0.26	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.05	0.51	0.06	0.07	0.29	0.29	0.13	0.07	0.07	0.08
s, saturation flow rate [veh/h]	3459	4558	1589	3459	3560	1803	871	1589	1279	1589
c, Capacity [veh/h]	231	2563	894	259	2032	1029	289	417	171	417
d1, Uniform Delay [s]	55.27	23.57	12.19	55.05	15.62	15.63	44.24	35.13	53.80	35.58
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.88	6.24	0.23	10.72	0.93	1.83	0.90	0.35	2.48	0.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.91	0.10	0.90	0.51	0.51	0.40	0.27	0.53	0.32
d, Delay for Lane Group [s/veh]	62.15	29.80	12.42	65.77	16.55	17.46	45.14	35.47	56.28	36.02
Lane Group LOS	E	C	B	E	B	B	D	D	E	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	3.03	20.20	1.20	3.88	8.68	9.07	3.19	2.68	2.78	3.17
50th-Percentile Queue Length [ft/ln]	75.65	505.04	30.04	96.94	216.92	226.69	79.66	66.93	69.58	79.27
95th-Percentile Queue Length [veh/ln]	5.45	27.57	2.16	6.98	13.51	14.01	5.74	4.82	5.01	5.71
95th-Percentile Queue Length [ft/ln]	136.18	689.31	54.08	174.49	337.70	350.16	143.38	120.48	125.25	142.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	62.15	29.80	12.42	65.77	16.81	17.46	45.14	45.14	35.47	56.28	36.02	36.02
Movement LOS	E	C	B	E	B	B	D	D	D	E	D	D
d_A, Approach Delay [s/veh]	31.52			23.18			40.37			44.23		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	29.43											
Intersection LOS	C											
Intersection V/C	0.792											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	3.454	3.439	2.274	2.278
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1017	1033	633	633
d_b, Bicycle Delay [s]	14.50	14.02	28.02	28.02
I_b,int, Bicycle LOS Score for Intersection	2.998	2.551	1.937	1.926
Bicycle LOS	C	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.584

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	148	90	0	64	70	1341	65	110	1707	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	148	90	0	64	70	1341	65	110	1707	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	37	23	0	16	18	335	16	28	427	22
Total Analysis Volume [veh/h]	10	0	148	90	0	64	70	1341	65	110	1707	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	6	10	0	6	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	39	0	0	39	0	10	22	0	29	41	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	24	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	18	18	5	52	52	7	55	55
g / C, Green / Cycle	0.20	0.20	0.20	0.20	0.06	0.58	0.58	0.08	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.01	0.09	0.07	0.04	0.04	0.26	0.26	0.06	0.37	0.37
s, saturation flow rate [veh/h]	1338	1589	1239	1589	1781	3560	1826	1781	3186	1631
c, Capacity [veh/h]	270	325	195	325	99	2075	1064	142	1934	990
d1, Uniform Delay [s]	33.39	31.42	39.94	29.69	41.80	10.60	10.60	40.64	11.08	11.10
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	1.00	1.70	0.29	9.03	0.70	1.37	8.74	1.47	2.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.46	0.46	0.20	0.71	0.45	0.45	0.78	0.61	0.62
d, Delay for Lane Group [s/veh]	33.45	32.41	41.64	29.98	50.83	11.31	11.97	49.38	12.55	13.96
Lane Group LOS	C	C	D	C	D	B	B	D	B	B
Critical Lane Group	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.19	2.90	2.04	1.18	1.73	4.66	4.98	2.65	6.52	7.09
50th-Percentile Queue Length [ft/ln]	4.84	72.58	50.89	29.40	43.13	116.49	124.39	66.28	163.11	177.20
95th-Percentile Queue Length [veh/ln]	0.35	5.23	3.66	2.12	3.11	8.20	8.63	4.77	10.71	11.45
95th-Percentile Queue Length [ft/ln]	8.71	130.65	91.60	52.92	77.63	205.00	215.84	119.30	267.84	286.35

Movement, Approach, & Intersection Results

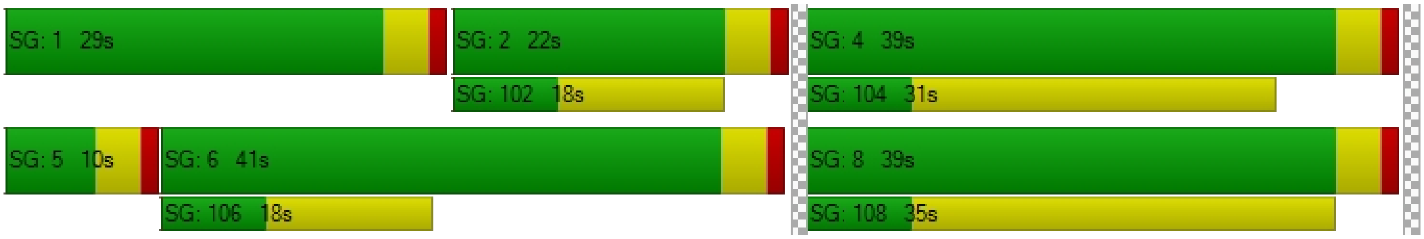
d_M, Delay for Movement [s/veh]	33.45	32.41	32.41	41.64	29.98	29.98	50.83	11.51	11.97	49.38	12.98	13.96
Movement LOS	C	C	C	D	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	32.48			36.79			13.39			15.12		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	16.08											
Intersection LOS	B											
Intersection V/C	0.584											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	2.030	2.024	3.213	3.369
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	778	400	822
d_b, Bicycle Delay [s]	16.81	16.81	28.80	15.61
I_b,int, Bicycle LOS Score for Intersection	1.820	1.814	2.371	2.608
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	23.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.159

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1555	1810	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1555	1810	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	389	453	11
Total Analysis Volume [veh/h]	0	37	0	1555	1810	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	23.41	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.56	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	13.89	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.41		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	21.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1488	1863	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1488	1863	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	372	466	3
Total Analysis Volume [veh/h]	0	10	0	1488	1863	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	21.48	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.14	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.42	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.48		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2590	82	34	1650	99	79	0	69	20	0	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2590	82	34	1650	99	79	0	69	20	0	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	648	21	9	413	25	20	0	17	5	0	33
Total Analysis Volume [veh/h]	91	2590	82	34	1650	99	79	0	69	20	0	133
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	10	0	6	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	68	0	10	68	0	0	42	0	0	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	11	0	0	31	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	86	86	4	85	85	18	18
g / C, Green / Cycle	0.05	0.72	0.72	0.03	0.71	0.71	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.03	0.57	0.05	0.02	0.33	0.33	0.13	0.09
s, saturation flow rate [veh/h]	3459	4558	1589	1781	3560	1816	1167	1679
c, Capacity [veh/h]	166	3277	1143	61	2511	1281	217	280
d1, Uniform Delay [s]	55.83	10.97	5.00	57.03	7.72	7.73	50.15	48.19
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.81	2.03	0.12	7.70	0.61	1.20	3.73	1.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.79	0.07	0.56	0.46	0.46	0.68	0.55
d, Delay for Lane Group [s/veh]	58.64	13.00	5.12	64.73	8.33	8.93	53.88	49.84
Lane Group LOS	E	B	A	E	A	A	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.39	12.66	0.56	1.13	5.77	6.11	4.63	4.48
50th-Percentile Queue Length [ft/ln]	34.79	316.45	13.98	28.27	144.24	152.69	115.64	111.93
95th-Percentile Queue Length [veh/ln]	2.51	18.49	1.01	2.04	9.71	10.16	8.15	7.95
95th-Percentile Queue Length [ft/ln]	62.63	462.32	25.17	50.89	242.72	254.02	203.82	198.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.64	13.00	5.12	64.73	8.51	8.93	53.88	53.88	53.88	49.84	49.84	49.84
Movement LOS	E	B	A	E	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	14.27			9.61			53.88			49.84		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	14.89											
Intersection LOS	B											
Intersection V/C	0.794											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	3.542	3.572	2.046	1.838
Crosswalk LOS	D	D	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1067	1067	633	633
d_b, Bicycle Delay [s]	13.06	13.06	28.01	28.01
I_b,int, Bicycle LOS Score for Intersection	3.079	2.540	1.804	1.812
Bicycle LOS	C	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2671	1761	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2671	1761	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	668	440	0	0	0
Total Analysis Volume [veh/h]	0	2671	1761	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	19.46
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		19.46	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.079

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	2602	1757	56	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2602	1757	56	0	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	651	439	14	0	5
Total Analysis Volume [veh/h]	0	2602	1757	56	0	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	21.33
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.26
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.41
d_A, Approach Delay [s/veh]	0.00		0.00		21.33	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	23.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.081

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	2602	1796	194	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2602	1796	194	0	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	651	449	49	0	4
Total Analysis Volume [veh/h]	0	2602	1796	194	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	23.74
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.26
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.57
d_A, Approach Delay [s/veh]	0.00		0.00		23.74	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	26.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	103	1613	36	0	2311
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	103	1613	36	0	2311
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	26	403	9	0	578
Total Analysis Volume [veh/h]	0	103	1613	36	0	2311
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.38	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	26.18	0.00	0.00	0.00	0.00
Movement LOS		D	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	1.70	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	42.49	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	26.18		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.66					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	20.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.179

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	50	1597	14	0	2311
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	50	1597	14	0	2311
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	399	4	0	578
Total Analysis Volume [veh/h]	0	50	1597	14	0	2311
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	20.69	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.64	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	16.01	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.69		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.036

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	648	5	0	393	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	648	5	0	393	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	162	1	0	98	0	6
Total Analysis Volume [veh/h]	648	5	0	393	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.58
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	2.79
d_A, Approach Delay [s/veh]	0.00		0.00		10.58	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	540	8	0	291	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	540	8	0	291	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	2	0	73	0	2
Total Analysis Volume [veh/h]	540	8	0	291	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.02
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.73
d_A, Approach Delay [s/veh]	0.00		0.00		10.02	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	417	19	0	262	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	417	19	0	262	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	5	0	66	0	1
Total Analysis Volume [veh/h]	417	19	0	262	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.61
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.48
d_A, Approach Delay [s/veh]	0.00		0.00		9.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↑ ↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	668	5	0	393	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	668	5	0	393	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	167	1	0	98	0	2
Total Analysis Volume [veh/h]	668	5	0	393	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.53
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.92
d_A, Approach Delay [s/veh]	0.00		0.00		10.53	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱						↰↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	25	487	5	8	229	22	0	0	0	7	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	487	5	8	229	22	0	0	0	7	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	122	1	2	57	6	0	0	0	2	0	1
Total Analysis Volume [veh/h]	25	487	5	8	229	22	0	0	0	7	0	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	7.80	0.00	0.00	8.40	0.00	0.00	0.00	0.00	0.00	16.02	16.81	9.80
Movement LOS	A	A	A	A	A	A				C	C	A
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.06	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.46	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00	1.60	0.50	0.50
d_A, Approach Delay [s/veh]	0.38			0.26			0.00			13.43		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	0.54											
Intersection LOS	C											

APPENDIX D-XXVI

CITY OF COSTA MESA/IRVINE YEAR 2036 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.792

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	216	1258	207	237	2054	163	63	382	75	384	350	152
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	1258	207	237	2054	163	63	382	75	384	350	152
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	315	52	59	514	41	16	96	19	96	88	38
Total Analysis Volume [veh/h]	216	1258	207	237	2054	163	63	382	75	384	350	152
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.26	0.13	0.07	0.46	0.46	0.02	0.14	0.14	0.12	0.11	0.10
Intersection LOS	C											
Intersection V/C	0.792											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.468

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	50	344	222	242	737	61	60	782	239	231	452	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	344	222	242	737	61	60	782	239	231	452	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	86	56	61	184	15	15	196	60	58	113	19
Total Analysis Volume [veh/h]	50	344	222	242	737	61	60	782	239	231	452	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.00	0.08	0.17	0.17	0.02	0.21	0.21	0.07	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.468											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.424

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰↰ ↑↑↑ ↱			↰↰ ↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	5	9	13	188	13	99	56	1324	32	54	683	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	9	13	188	13	99	56	1324	32	54	683	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	47	3	25	14	331	8	14	171	11
Total Analysis Volume [veh/h]	5	9	13	188	13	99	56	1324	32	54	683	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.12	0.01	0.06	0.02	0.28	0.02	0.02	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.424											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.368

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	13	68	0	37	35	1304	33	62	690	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	13	68	0	37	35	1304	33	62	690	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	326	8	16	173	12
Total Analysis Volume [veh/h]	10	0	13	68	0	37	35	1304	33	62	690	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.04	0.00	0.02	0.02	0.28	0.28	0.04	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.368											

Intersection Level Of Service Report

Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.810

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	174	640	158	293	1905	142	160	1143	576	289	532	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	174	640	158	293	1905	142	160	1143	576	289	532	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	160	40	73	476	36	40	286	144	72	133	47
Total Analysis Volume [veh/h]	174	640	158	293	1905	142	160	1143	576	289	532	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.13	0.10	0.09	0.40	0.09	0.05	0.27	0.27	0.09	0.11	0.12
Intersection LOS	D											
Intersection V/C	0.810											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.364

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	41	96	107	145	114	188	108	811	81	65	433	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	96	107	145	114	188	108	811	81	65	433	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	24	27	36	29	47	27	203	20	16	108	9
Total Analysis Volume [veh/h]	41	96	107	145	114	188	108	811	81	65	433	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.07	0.09	0.09	0.09	0.03	0.19	0.19	0.02	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.364											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.523

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	280	216	0	11	860	239	396	0	815	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	280	216	0	11	860	239	396	0	815	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	54	0	3	215	60	99	0	204	0	0	0
Total Analysis Volume [veh/h]	280	216	0	11	860	239	396	0	815	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.05	0.00	0.01	0.27	0.15	0.12	0.00	0.17	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.523											

Intersection Level Of Service Report

Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑⊢			↰↰↑↑⊢			↰↰↑↑⊢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	187	647	420	78	362	124	160	1600	293	180	441	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	647	420	78	362	124	160	1600	293	180	441	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	162	105	20	91	31	40	400	73	45	110	21
Total Analysis Volume [veh/h]	187	647	420	78	362	124	160	1600	293	180	441	84
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.25	0.02	0.14	0.14	0.05	0.37	0.37	0.05	0.10	0.10
Intersection LOS	C											
Intersection V/C	0.744											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.811

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	222	1079	183	40	2386	168	53	116	221	290	236	283
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	1079	183	40	2386	168	53	116	221	290	236	283
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	270	46	10	597	42	13	29	55	73	59	71
Total Analysis Volume [veh/h]	222	1079	183	40	2386	168	53	116	221	290	236	283
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.22	0.11	0.01	0.53	0.53	0.03	0.07	0.07	0.09	0.07	0.18
Intersection LOS	D											
Intersection V/C	0.811											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.407

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	117	471	37	14	1071	45	71	38	219	4	6	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	117	471	37	14	1071	45	71	38	219	4	6	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	118	9	4	268	11	18	10	55	1	2	1
Total Analysis Volume [veh/h]	117	471	37	14	1071	45	71	38	219	4	6	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.10	0.02	0.00	0.23	0.23	0.02	0.02	0.14	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.407											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.537

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	63	1352	901	168	2750	17	8	2	9	349	17	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	1352	901	168	2750	17	8	2	9	349	17	131
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	338	225	42	688	4	2	1	2	87	4	33
Total Analysis Volume [veh/h]	63	1352	901	168	2750	17	8	2	9	349	17	131
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.21	0.00	0.05	0.43	0.01	0.01	0.00	0.01	0.07	0.01	0.08
Intersection LOS	A											
Intersection V/C	0.537											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	21	583	204	122	1191	6	14	26	35	179	8	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	583	204	122	1191	6	14	26	35	179	8	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	146	51	31	298	2	4	7	9	45	2	16
Total Analysis Volume [veh/h]	21	583	204	122	1191	6	14	26	35	179	8	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.16	0.16	0.08	0.25	0.25	0.01	0.04	0.04	0.06	0.06	0.04
Intersection LOS	A											
Intersection V/C	0.359											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.650

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	47	900	91	373	1539	34	144	246	44	120	88	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	900	91	373	1539	34	144	246	44	120	88	178
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	225	23	93	385	9	36	62	11	30	22	45
Total Analysis Volume [veh/h]	47	900	91	373	1539	34	144	246	44	120	88	178
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.21	0.21	0.12	0.33	0.33	0.09	0.18	0.18	0.08	0.06	0.11
Intersection LOS	B											
Intersection V/C	0.650											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	258	1340	670	241	1146	258	301	700	219	394	367	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	258	1340	670	241	1146	258	301	700	219	394	367	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	335	168	60	287	65	75	175	55	99	92	33
Total Analysis Volume [veh/h]	258	1340	670	241	1146	258	301	700	219	394	367	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.28	0.30	0.08	0.18	0.16	0.09	0.22	0.14	0.12	0.08	0.08
Intersection LOS	C											
Intersection V/C	0.713											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	96	146	40	148	277	454	561	1131	269	34	529	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	146	40	148	277	454	561	1131	269	34	529	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	37	10	37	69	114	140	283	67	9	132	29
Total Analysis Volume [veh/h]	96	146	40	148	277	454	561	1131	269	34	529	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.12	0.12	0.05	0.17	0.00	0.18	0.44	0.44	0.02	0.13	0.13
Intersection LOS	B											
Intersection V/C	0.692											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.638

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	43	418	231	557	956	231	316	891	80	235	424	315
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	418	231	557	956	231	316	891	80	235	424	315
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	105	58	139	239	58	79	223	20	59	106	79
Total Analysis Volume [veh/h]	43	418	231	557	956	231	316	891	80	235	424	315
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.09	0.07	0.17	0.20	0.05	0.10	0.30	0.30	0.07	0.13	0.20
Intersection LOS	B											
Intersection V/C	0.638											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.414

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	333	801	5	52	974	490	0	0	0	2	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	333	801	5	52	974	490	0	0	0	2	0	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	200	1	13	244	123	0	0	0	1	0	2
Total Analysis Volume [veh/h]	333	801	5	52	974	490	0	0	0	2	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.17	0.17	0.03	0.31	0.31	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.414											

Intersection Level Of Service Report

Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.636

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	697	58	47	941	0	367	66	628	67	0	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	697	58	47	941	0	367	66	628	67	0	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	174	15	12	235	0	92	17	157	17	0	19
Total Analysis Volume [veh/h]	0	697	58	47	941	0	367	66	628	67	0	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.16	0.03	0.20	0.00	0.11	0.14	0.39	0.04	0.00	0.05
Intersection LOS	B											
Intersection V/C	0.636											

Intersection Level Of Service Report

Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.824

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑⊢			↰↰↑⊢			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	234	2118	473	167	1415	105	267	558	109	336	792	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	234	2118	473	167	1415	105	267	558	109	336	792	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	530	118	42	354	26	67	140	27	84	198	50
Total Analysis Volume [veh/h]	234	2118	473	167	1415	105	267	558	109	336	792	200
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.44	0.30	0.05	0.32	0.32	0.08	0.21	0.21	0.11	0.25	0.13
Intersection LOS	D											
Intersection V/C	0.824											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑⬏			↰↰↑↑⬏			↰↰↑↑⬏		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	261	1369	736	93	453	45	145	691	180	405	1020	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	261	1369	736	93	453	45	145	691	180	405	1020	279
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	342	184	23	113	11	36	173	45	101	255	70
Total Analysis Volume [veh/h]	261	1369	736	93	453	45	145	691	180	405	1020	279
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.43	0.00	0.03	0.10	0.10	0.05	0.18	0.18	0.13	0.27	0.27
Intersection LOS	C											
Intersection V/C	0.773											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.625

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	58	73	163	104	26	143	201	1227	56	136	1510	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	73	163	104	26	143	201	1227	56	136	1510	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	18	41	26	7	36	50	307	14	34	378	42
Total Analysis Volume [veh/h]	58	73	163	104	26	143	201	1227	56	136	1510	168
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.15	0.07	0.02	0.09	0.06	0.26	0.04	0.04	0.35	0.35
Intersection LOS	B											
Intersection V/C	0.625											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	148	90	0	64	70	1341	65	110	1707	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	148	90	0	64	70	1341	65	110	1707	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	37	23	0	16	18	335	16	28	427	22
Total Analysis Volume [veh/h]	10	0	148	90	0	64	70	1341	65	110	1707	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.09	0.06	0.00	0.04	0.04	0.29	0.29	0.07	0.37	0.37
Intersection LOS	A											
Intersection V/C	0.567											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.834

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑⊢↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	829	1783	259	219	1009	265	357	741	337	307	1215	381
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	829	1783	259	219	1009	265	357	741	337	307	1215	381
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	207	446	65	55	252	66	89	185	84	77	304	95
Total Analysis Volume [veh/h]	829	1783	259	219	1009	265	357	741	337	307	1215	381
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.37	0.16	0.07	0.21	0.17	0.11	0.17	0.17	0.10	0.25	0.24
Intersection LOS	D											
Intersection V/C	0.834											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	80	394	79	50	101	194	272	826	96	86	955	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	394	79	50	101	194	272	826	96	86	955	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	99	20	13	25	49	68	207	24	22	239	29
Total Analysis Volume [veh/h]	80	394	79	50	101	194	272	826	96	86	955	114
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.05	0.03	0.09	0.09	0.09	0.19	0.19	0.03	0.22	0.22
Intersection LOS	A											
Intersection V/C	0.462											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.722

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	900	1193	0	9	281	375	660	0	557	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	900	1193	0	9	281	375	660	0	557	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	225	298	0	2	70	94	165	0	139	0	0	0
Total Analysis Volume [veh/h]	900	1193	0	9	281	375	660	0	557	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.25	0.00	0.01	0.09	0.23	0.21	0.00	0.00	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.722											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.934

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	479	1034	279	86	625	336	228	893	220	324	1904	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	479	1034	279	86	625	336	228	893	220	324	1904	103
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	120	259	70	22	156	84	57	223	55	81	476	26
Total Analysis Volume [veh/h]	479	1034	279	86	625	336	228	893	220	324	1904	103
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.30	0.16	0.03	0.28	0.28	0.07	0.22	0.22	0.10	0.39	0.39
Intersection LOS	E											
Intersection V/C	0.934											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.954

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	155	2185	291	97	1219	143	233	285	610	229	367	517
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	155	2185	291	97	1219	143	233	285	610	229	367	517
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	546	73	24	305	36	58	71	153	57	92	129
Total Analysis Volume [veh/h]	155	2185	291	97	1219	143	233	285	610	229	367	517
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.46	0.18	0.03	0.28	0.28	0.15	0.19	0.19	0.07	0.11	0.32
Intersection LOS	E											
Intersection V/C	0.954											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↰↑↱			↰↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	225	1727	56	65	863	186	321	133	353	86	58	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	1727	56	65	863	186	321	133	353	86	58	58
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	432	14	16	216	47	80	33	88	22	15	15
Total Analysis Volume [veh/h]	225	1727	56	65	863	186	321	133	353	86	58	58
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.36	0.04	0.02	0.22	0.22	0.10	0.08	0.22	0.03	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.628											

Intersection Level Of Service Report

Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.777

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	415	2637	995	196	2051	82	91	24	156	991	55	293
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	415	2637	995	196	2051	82	91	24	156	991	55	293
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	659	249	49	513	21	23	6	39	248	14	73
Total Analysis Volume [veh/h]	415	2637	995	196	2051	82	91	24	156	991	55	293
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.41	0.00	0.06	0.32	0.05	0.06	0.02	0.10	0.21	0.03	0.18
Intersection LOS	C											
Intersection V/C	0.777											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑↱			↰ ↰↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	38	1802	266	162	1188	18	8	9	41	211	18	174
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1802	266	162	1188	18	8	9	41	211	18	174
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	451	67	41	297	5	2	2	10	53	5	44
Total Analysis Volume [veh/h]	38	1802	266	162	1188	18	8	9	41	211	18	174
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.43	0.43	0.10	0.25	0.25	0.01	0.03	0.03	0.07	0.07	0.11
Intersection LOS	B											
Intersection V/C	0.672											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.925

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	128	1453	119	276	1606	96	282	228	66	268	267	491
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	1453	119	276	1606	96	282	228	66	268	267	491
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	363	30	69	402	24	71	57	17	67	67	123
Total Analysis Volume [veh/h]	128	1453	119	276	1606	96	282	228	66	268	267	491
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.33	0.33	0.09	0.35	0.35	0.18	0.18	0.18	0.17	0.17	0.31
Intersection LOS	E											
Intersection V/C	0.925											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.775

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	364	1201	440	287	1291	390	337	570	220	767	1130	192
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	364	1201	440	287	1291	390	337	570	220	767	1130	192
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	300	110	72	323	98	84	143	55	192	283	48
Total Analysis Volume [veh/h]	364	1201	440	287	1291	390	337	570	220	767	1130	192
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.25	0.04	0.09	0.20	0.24	0.11	0.18	0.14	0.24	0.24	0.12
Intersection LOS	C											
Intersection V/C	0.775											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.812

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	264	230	25	186	265	798	447	719	160	14	1441	197
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	264	230	25	186	265	798	447	719	160	14	1441	197
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	58	6	47	66	200	112	180	40	4	360	49
Total Analysis Volume [veh/h]	264	230	25	186	265	798	447	719	160	14	1441	197
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.16	0.16	0.06	0.17	0.11	0.14	0.27	0.27	0.01	0.34	0.34
Intersection LOS	D											
Intersection V/C	0.812											

Intersection Level Of Service Report

Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	217	936	250	542	799	543	324	514	93	237	1069	495
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	936	250	542	799	543	324	514	93	237	1069	495
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	234	63	136	200	136	81	129	23	59	267	124
Total Analysis Volume [veh/h]	217	936	250	542	799	543	324	514	93	237	1069	495
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.08	0.17	0.17	0.24	0.10	0.19	0.19	0.07	0.33	0.31
Intersection LOS	C											
Intersection V/C	0.800											

Intersection Level Of Service Report

Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						┼		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	757	1462	9	60	688	647	0	0	0	5	5	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	757	1462	9	60	688	647	0	0	0	5	5	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	189	366	2	15	172	162	0	0	0	1	1	4
Total Analysis Volume [veh/h]	757	1462	9	60	688	647	0	0	0	5	5	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.31	0.31	0.04	0.28	0.28	0.00	0.00	0.00	0.00	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.530											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.680

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	2203	16	16	641	0	531	14	299	21	0	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2203	16	16	641	0	531	14	299	21	0	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	551	4	4	160	0	133	4	75	5	0	9
Total Analysis Volume [veh/h]	0	2203	16	16	641	0	531	14	299	21	0	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.46	0.46	0.01	0.13	0.00	0.17	0.17	0.19	0.01	0.00	0.02
Intersection LOS	B											
Intersection V/C	0.680											

APPENDIX D-XXVII

CITY OF SANTA ANA YEAR 2036 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report

Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.918

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	124	1261	163	242	2378	169	91	527	197	230	597	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	1261	163	242	2378	169	91	527	197	230	597	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	315	41	61	595	42	23	132	49	58	149	63
Total Analysis Volume [veh/h]	124	1261	163	242	2378	169	91	527	197	230	597	251
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.30	0.30	0.15	0.53	0.53	0.06	0.16	0.12	0.14	0.18	0.16
Intersection LOS	E											
Intersection V/C	0.918											

Intersection Level Of Service Report

Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.905

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	90	993	191	329	1229	142	225	1055	101	149	649	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	993	191	329	1229	142	225	1055	101	149	649	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	248	48	82	307	36	56	264	25	37	162	21
Total Analysis Volume [veh/h]	90	993	191	329	1229	142	225	1055	101	149	649	85
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.12	0.21	0.29	0.29	0.14	0.36	0.36	0.09	0.23	0.23
Intersection LOS	E											
Intersection V/C	0.905											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.894

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	73	426	84	113	637	138	179	1267	342	86	649	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	426	84	113	637	138	179	1267	342	86	649	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	107	21	28	159	35	45	317	86	22	162	18
Total Analysis Volume [veh/h]	73	426	84	113	637	138	179	1267	342	86	649	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.16	0.16	0.07	0.24	0.24	0.11	0.50	0.50	0.05	0.22	0.22
Intersection LOS	D											
Intersection V/C	0.894											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.865

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	107	690	262	379	1707	175	281	1807	328	296	1090	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	690	262	379	1707	175	281	1807	328	296	1090	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	173	66	95	427	44	70	452	82	74	273	39
Total Analysis Volume [veh/h]	107	690	262	379	1707	175	281	1807	328	296	1090	156
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.14	0.16	0.12	0.33	0.11	0.09	0.35	0.21	0.09	0.21	0.10
Intersection LOS	D											
Intersection V/C	0.865											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.864

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	25	177	84	188	415	310	223	2462	92	63	1159	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	177	84	188	415	310	223	2462	92	63	1159	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	44	21	47	104	78	56	616	23	16	290	17
Total Analysis Volume [veh/h]	25	177	84	188	415	310	223	2462	92	63	1159	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.08	0.12	0.23	0.23	0.14	0.53	0.53	0.04	0.26	0.26
Intersection LOS	D											
Intersection V/C	0.864											

Intersection Level Of Service Report

Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.856

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	63	372	322	742	988	221	276	1902	291	179	612	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	372	322	742	988	221	276	1902	291	179	612	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	93	81	186	247	55	69	476	73	45	153	63
Total Analysis Volume [veh/h]	63	372	322	742	988	221	276	1902	291	179	612	251
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.07	0.15	0.23	0.19	0.05	0.09	0.37	0.18	0.06	0.12	0.16
Intersection LOS	D											
Intersection V/C	0.856											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.522

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	╋			╋			┐‖├			┐‖├		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	19	6	32	34	7	182	84	922	38	19	932	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	6	32	34	7	182	84	922	38	19	932	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	8	9	2	46	21	231	10	5	233	6
Total Analysis Volume [veh/h]	19	6	32	34	7	182	84	922	38	19	932	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.04	0.02	0.14	0.14	0.05	0.30	0.30	0.01	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.522											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.004

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	482	2120	232	172	1219	149	166	754	189	96	858	218
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	482	2120	232	172	1219	149	166	754	189	96	858	218
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	530	58	43	305	37	42	189	47	24	215	55
Total Analysis Volume [veh/h]	482	2120	232	172	1219	149	166	754	189	96	858	218
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.49	0.49	0.11	0.29	0.29	0.10	0.22	0.12	0.06	0.25	0.14
Intersection LOS	F											
Intersection V/C	1.004											

Intersection Level Of Service Report

Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.007

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	209	1610	269	108	1092	207	234	834	75	146	1243	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	209	1610	269	108	1092	207	234	834	75	146	1243	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	403	67	27	273	52	59	209	19	37	311	17
Total Analysis Volume [veh/h]	209	1610	269	108	1092	207	234	834	75	146	1243	66
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.32	0.17	0.07	0.27	0.27	0.15	0.28	0.28	0.09	0.41	0.41
Intersection LOS	F											
Intersection V/C	1.007											

Intersection Level Of Service Report

Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: F
Volume to Capacity (v/c): 1.034

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	138	982	92	76	449	122	182	917	96	87	1466	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	982	92	76	449	122	182	917	96	87	1466	93
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	246	23	19	112	31	46	229	24	22	367	23
Total Analysis Volume [veh/h]	138	982	92	76	449	122	182	917	96	87	1466	93
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.34	0.34	0.05	0.18	0.18	0.11	0.32	0.32	0.05	0.49	0.49
Intersection LOS	F											
Intersection V/C	1.034											

Intersection Level Of Service Report

Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.952

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	398	1748	339	261	1076	152	396	984	207	433	1806	337
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	398	1748	339	261	1076	152	396	984	207	433	1806	337
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	437	85	65	269	38	99	246	52	108	452	84
Total Analysis Volume [veh/h]	398	1748	339	261	1076	152	396	984	207	433	1806	337
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.34	0.21	0.08	0.21	0.10	0.12	0.19	0.13	0.14	0.35	0.21
Intersection LOS	E											
Intersection V/C	0.952											

Intersection Level Of Service Report

Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.079

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	153	763	86	98	271	234	240	1256	73	72	2447	204
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	153	763	86	98	271	234	240	1256	73	72	2447	204
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	191	22	25	68	59	60	314	18	18	612	51
Total Analysis Volume [veh/h]	153	763	86	98	271	234	240	1256	73	72	2447	204
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.27	0.27	0.06	0.16	0.16	0.15	0.28	0.28	0.05	0.55	0.55
Intersection LOS	F											
Intersection V/C	1.079											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.915

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	562	1381	385	327	461	320	343	817	68	248	1965	527
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	562	1381	385	327	461	320	343	817	68	248	1965	527
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	141	345	96	82	115	80	86	204	17	62	491	132
Total Analysis Volume [veh/h]	562	1381	385	327	461	320	343	817	68	248	1965	527
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.27	0.16	0.10	0.09	0.09	0.11	0.16	0.04	0.08	0.39	0.33
Intersection LOS	E											
Intersection V/C	0.915											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	30	2	25	14	2	70	104	747	58	46	1174	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	2	25	14	2	70	104	747	58	46	1174	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	6	4	1	18	26	187	15	12	294	11
Total Analysis Volume [veh/h]	30	2	25	14	2	70	104	747	58	46	1174	43
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.04	0.01	0.05	0.05	0.07	0.25	0.25	0.03	0.38	0.38
Intersection LOS	A											
Intersection V/C	0.538											

APPENDIX D-XXVIII

CITY OF COSTA MESA/IRVINE YEAR 2036 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	187	647	420	78	362	124	160	1600	293	180	441	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	647	420	78	362	124	160	1600	293	180	441	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	162	105	20	91	31	40	400	73	45	110	21
Total Analysis Volume [veh/h]	187	647	420	78	362	124	160	1600	293	180	441	84
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.25	0.02	0.11	0.07	0.05	0.37	0.37	0.05	0.10	0.10
Intersection LOS	C											
Intersection V/C	0.744											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.849

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↱			↰↰↑↑⊢			↰↰↑↑⊢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	479	1034	279	86	625	336	228	893	220	324	1904	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	479	1034	279	86	625	336	228	893	220	324	1904	103
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	120	259	70	22	156	84	57	223	55	81	476	26
Total Analysis Volume [veh/h]	479	1034	279	86	625	336	228	893	220	324	1904	103
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.30	0.16	0.03	0.18	0.20	0.07	0.22	0.22	0.10	0.39	0.39
Intersection LOS	D											
Intersection V/C	0.849											

APPENDIX D-XXIX

CITY OF SANTA ANA YEAR 2045 BUILDOUT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.991

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	126	1324	176	377	2497	177	120	656	207	242	623	241
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	1324	176	377	2497	177	120	656	207	242	623	241
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	331	44	94	624	44	30	164	52	61	156	60
Total Analysis Volume [veh/h]	126	1324	176	377	2497	177	120	656	207	242	623	241
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.31	0.31	0.24	0.56	0.56	0.08	0.19	0.13	0.15	0.27	0.27
Intersection LOS	E											
Intersection V/C	0.991											

Intersection Level Of Service Report

Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.788

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	325	243	1269	457	343	847
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	325	243	1269	457	343	847
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	61	317	114	86	212
Total Analysis Volume [veh/h]	325	243	1269	457	343	847
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.15	0.37	0.29	0.21	0.25
Intersection LOS	C					
Intersection V/C	0.788					

Intersection Level Of Service Report

Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.034

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	97	967	176	345	1304	154	269	1212	148	168	670	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	967	176	345	1304	154	269	1212	148	168	670	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	242	44	86	326	39	67	303	37	42	168	22
Total Analysis Volume [veh/h]	97	967	176	345	1304	154	269	1212	148	168	670	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.24	0.24	0.22	0.30	0.30	0.17	0.43	0.43	0.11	0.24	0.24
Intersection LOS	F											
Intersection V/C	1.034											

Intersection Level Of Service Report

Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.016

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	77	417	95	118	683	145	215	1451	359	150	683	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	417	95	118	683	145	215	1451	359	150	683	110
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	104	24	30	171	36	54	363	90	38	171	28
Total Analysis Volume [veh/h]	77	417	95	118	683	145	215	1451	359	150	683	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.16	0.16	0.07	0.26	0.26	0.13	0.57	0.57	0.09	0.25	0.25
Intersection LOS	F											
Intersection V/C	1.016											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.945

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	196	583	250	291	1308	122	123	1155	469	216	630	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	196	583	250	291	1308	122	123	1155	469	216	630	127
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	146	63	73	327	31	31	289	117	54	158	32
Total Analysis Volume [veh/h]	196	583	250	291	1308	122	123	1155	469	216	630	127
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.17	0.16	0.18	0.30	0.30	0.08	0.34	0.29	0.14	0.19	0.08
Intersection LOS	E											
Intersection V/C	0.945											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.862

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	300	990	109	373	1932	210	157	1276	183	285	638	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	300	990	109	373	1932	210	157	1276	183	285	638	184
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	248	27	93	483	53	39	319	46	71	160	46
Total Analysis Volume [veh/h]	300	990	109	373	1932	210	157	1276	183	285	638	184
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.23	0.23	0.12	0.38	0.13	0.05	0.25	0.11	0.09	0.13	0.12
Intersection LOS	D											
Intersection V/C	0.862											

Intersection Level Of Service Report

Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.909

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	108	366	144	275	912	362	118	2058	201	85	1469	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	366	144	275	912	362	118	2058	201	85	1469	127
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	92	36	69	228	91	30	515	50	21	367	32
Total Analysis Volume [veh/h]	108	366	144	275	912	362	118	2058	201	85	1469	127
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.11	0.09	0.17	0.27	0.23	0.07	0.47	0.47	0.05	0.33	0.33
Intersection LOS	E											
Intersection V/C	0.909											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.725

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	102	9	149	88	27	76	22	1823	198	169	1738	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	9	149	88	27	76	22	1823	198	169	1738	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	2	37	22	7	19	6	456	50	42	435	6
Total Analysis Volume [veh/h]	102	9	149	88	27	76	22	1823	198	169	1738	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.09	0.06	0.06	0.06	0.01	0.42	0.42	0.11	0.37	0.37
Intersection LOS	C											
Intersection V/C	0.725											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.928

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	112	617	177	398	1776	223	273	1762	344	259	1203	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	617	177	398	1776	223	273	1762	344	259	1203	164
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	154	44	100	444	56	68	441	86	65	301	41
Total Analysis Volume [veh/h]	112	617	177	398	1776	223	273	1762	344	259	1203	164
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.12	0.11	0.12	0.42	0.42	0.09	0.35	0.22	0.08	0.24	0.10
Intersection LOS	E											
Intersection V/C	0.928											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.880

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	26	206	92	272	436	339	211	2374	97	84	1213	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	206	92	272	436	339	211	2374	97	84	1213	79
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	52	23	68	109	85	53	594	24	21	303	20
Total Analysis Volume [veh/h]	26	206	92	272	436	339	211	2374	97	84	1213	79
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.09	0.09	0.17	0.24	0.24	0.13	0.51	0.51	0.05	0.27	0.27
Intersection LOS	D											
Intersection V/C	0.880											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.914

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	69	391	338	779	1037	232	290	1786	306	188	638	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	391	338	779	1037	232	290	1786	306	188	638	264
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	98	85	195	259	58	73	447	77	47	160	66
Total Analysis Volume [veh/h]	69	391	338	779	1037	232	290	1786	306	188	638	264
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.21	0.24	0.20	0.15	0.09	0.35	0.19	0.06	0.13	0.17
Intersection LOS	E											
Intersection V/C	0.914											

Intersection Level Of Service Report

Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.093

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	192	42	74	277	44	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	192	42	74	277	44	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	11	19	69	11	12
Total Analysis Volume [veh/h]	192	42	74	277	44	46
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.06	0.00	0.09	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	7.86	0.00	13.40	9.15
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.18	0.00	0.31	0.16
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.41	0.00	7.66	3.97
d_A, Approach Delay [s/veh]	0.00		1.66		11.23	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.36					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.642

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	101	943	47	97	2244	277	80	7	135	57	20	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	943	47	97	2244	277	80	7	135	57	20	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	236	12	24	561	69	20	2	34	14	5	5
Total Analysis Volume [veh/h]	101	943	47	97	2244	277	80	7	135	57	20	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.18	0.03	0.03	0.44	0.17	0.05	0.05	0.08	0.04	0.02	0.02
Intersection LOS	B											
Intersection V/C	0.642											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.879

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	227	1321	219	249	2157	171	65	401	79	395	368	154
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	1321	219	249	2157	171	65	401	79	395	368	154
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	330	55	62	539	43	16	100	20	99	92	39
Total Analysis Volume [veh/h]	227	1321	219	249	2157	171	65	401	79	395	368	154
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.26	0.14	0.08	0.49	0.49	0.02	0.15	0.15	0.12	0.11	0.10
Intersection LOS	D											
Intersection V/C	0.879											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.561

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↦			↰↰↑↑↦			↰↰↑↑↦		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	50	365	264	254	880	67	65	822	251	238	457	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	365	264	254	880	67	65	822	251	238	457	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	91	66	64	220	17	16	206	63	60	114	21
Total Analysis Volume [veh/h]	50	365	264	254	880	67	65	822	251	238	457	85
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.00	0.08	0.20	0.20	0.02	0.22	0.22	0.07	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.561											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	5	9	14	301	14	94	105	1374	34	23	731	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	9	14	301	14	94	105	1374	34	23	731	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	4	75	4	24	26	344	9	6	183	33
Total Analysis Volume [veh/h]	5	9	14	301	14	94	105	1374	34	23	731	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.19	0.01	0.06	0.03	0.27	0.02	0.01	0.18	0.18
Intersection LOS	A											
Intersection V/C	0.529											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	25.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.266

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	0	0	14	0	0	16	48	1434	25	62	912	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	14	0	0	16	48	1434	25	62	912	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	4	0	0	4	12	359	6	16	228	2
Total Analysis Volume [veh/h]	0	0	14	0	0	16	48	1434	25	62	912	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.00	0.03	0.11	0.01	0.00	0.27	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	17.03	0.00	0.00	12.80	14.45	0.00	0.00	25.90	0.00	0.00
Movement LOS			C			B	B	A	A	D	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.14	0.00	0.00	0.05	0.38	0.00	0.00	1.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.50	0.00	0.00	1.30	9.38	0.00	0.00	25.87	0.00	0.00
d_A, Approach Delay [s/veh]	17.03			12.80			0.46			1.64		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	1.09											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.872

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑⊢↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	357	603	166	299	1716	181	182	1170	619	303	565	198
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	357	603	166	299	1716	181	182	1170	619	303	565	198
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	151	42	75	429	45	46	293	155	76	141	50
Total Analysis Volume [veh/h]	357	603	166	299	1716	181	182	1170	619	303	565	198
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.12	0.10	0.09	0.34	0.11	0.06	0.28	0.28	0.09	0.11	0.12
Intersection LOS	D											
Intersection V/C	0.872											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.480

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	43	117	112	243	120	197	113	813	85	66	463	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	117	112	243	120	197	113	813	85	66	463	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	29	28	61	30	49	28	203	21	17	116	14
Total Analysis Volume [veh/h]	43	117	112	243	120	197	113	813	85	66	463	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.07	0.15	0.10	0.10	0.04	0.19	0.19	0.02	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.480											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	302	227	0	12	903	251	416	0	817	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	302	227	0	12	903	251	416	0	817	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	57	0	3	226	63	104	0	204	0	0	0
Total Analysis Volume [veh/h]	302	227	0	12	903	251	416	0	817	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.05	0.00	0.01	0.27	0.16	0.13	0.00	0.16	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.571											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	560.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.138

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			↰ ↑ ↑↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	20	6	34	36	7	191	88	1199	40	20	935	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	6	34	36	7	191	88	1199	40	20	935	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	9	9	2	48	22	300	10	5	234	6
Total Analysis Volume [veh/h]	20	6	34	36	7	191	88	1199	40	20	935	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.14	0.21	0.08	1.07	0.25	0.36	0.12	0.01	0.00	0.04	0.01	0.00
d_M, Delay for Movement [s/veh]	560.74	483.93	364.26	470.90	493.84	370.95	10.75	0.00	0.00	11.69	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	6.00	6.00	6.00	16.98	16.98	16.98	0.42	0.00	0.00	0.11	0.00	0.00
95th-Percentile Queue Length [ft/ln]	150.09	150.09	150.09	424.55	424.55	424.55	10.49	0.00	0.00	2.78	0.00	0.00
d_A, Approach Delay [s/veh]	441.72			390.00			0.71			0.24		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	45.77											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.204

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	506	2226	244	170	1280	156	179	766	198	137	1056	291
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	506	2226	244	170	1280	156	179	766	198	137	1056	291
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	127	557	61	43	320	39	45	192	50	34	264	73
Total Analysis Volume [veh/h]	506	2226	244	170	1280	156	179	766	198	137	1056	291
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.51	0.51	0.11	0.30	0.30	0.11	0.23	0.12	0.09	0.42	0.42
Intersection LOS	F											
Intersection V/C	1.204											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	889	308	855	186	260	1422
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	889	308	855	186	260	1422
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	222	77	214	47	65	356
Total Analysis Volume [veh/h]	889	308	855	186	260	1422
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.19	0.25	0.12	0.16	0.42
Intersection LOS	C					
Intersection V/C	0.744					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.347

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	279	2650	297	132	1100	224	254	876	70	140	1340	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	279	2650	297	132	1100	224	254	876	70	140	1340	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	663	74	33	275	56	64	219	18	35	335	19
Total Analysis Volume [veh/h]	279	2650	297	132	1100	224	254	876	70	140	1340	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.61	0.61	0.08	0.28	0.28	0.16	0.30	0.30	0.09	0.44	0.44
Intersection LOS	F											
Intersection V/C	1.347											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.194

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	139	1048	132	246	459	128	191	973	101	109	1504	102
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	1048	132	246	459	128	191	973	101	109	1504	102
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	262	33	62	115	32	48	243	25	27	376	26
Total Analysis Volume [veh/h]	139	1048	132	246	459	128	191	973	101	109	1504	102
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.37	0.37	0.15	0.18	0.18	0.12	0.34	0.34	0.07	0.50	0.50
Intersection LOS	F											
Intersection V/C	1.194											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.214

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	443	1690	477	173	655	143	227	822	224	163	1417	280
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	443	1690	477	173	655	143	227	822	224	163	1417	280
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	111	423	119	43	164	36	57	206	56	41	354	70
Total Analysis Volume [veh/h]	443	1690	477	173	655	143	227	822	224	163	1417	280
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.50	0.30	0.11	0.17	0.17	0.14	0.24	0.14	0.10	0.42	0.18
Intersection LOS	F											
Intersection V/C	1.214											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.014

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	294	2077	111	219	1219	108	339	906	298	217	1704	291
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	294	2077	111	219	1219	108	339	906	298	217	1704	291
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	519	28	55	305	27	85	227	75	54	426	73
Total Analysis Volume [veh/h]	294	2077	111	219	1219	108	339	906	298	217	1704	291
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.46	0.46	0.07	0.24	0.07	0.11	0.18	0.19	0.07	0.33	0.18
Intersection LOS	F											
Intersection V/C	1.014											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.081

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	389	1247	292	133	326	99	118	1144	107	112	2082	354
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	389	1247	292	133	326	99	118	1144	107	112	2082	354
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	312	73	33	82	25	30	286	27	28	521	89
Total Analysis Volume [veh/h]	389	1247	292	133	326	99	118	1144	107	112	2082	354
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.37	0.18	0.08	0.10	0.06	0.07	0.26	0.26	0.07	0.51	0.51
Intersection LOS	F											
Intersection V/C	1.081											

Intersection Level Of Service Report

Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	393	63	286	35	22	48	43	1536	166	134	1923	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	393	63	286	35	22	48	43	1536	166	134	1923	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	98	16	72	9	6	12	11	384	42	34	481	14
Total Analysis Volume [veh/h]	393	63	286	35	22	48	43	1536	166	134	1923	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.04	0.18	0.02	0.04	0.04	0.03	0.35	0.35	0.08	0.41	0.41
Intersection LOS	C											
Intersection V/C	0.779											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.008

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	418	1807	344	274	1058	162	477	1064	217	332	1883	375
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	418	1807	344	274	1058	162	477	1064	217	332	1883	375
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	452	86	69	265	41	119	266	54	83	471	94
Total Analysis Volume [veh/h]	418	1807	344	274	1058	162	477	1064	217	332	1883	375
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.35	0.22	0.09	0.25	0.25	0.15	0.21	0.14	0.10	0.37	0.23
Intersection LOS	F											
Intersection V/C	1.008											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.152

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	161	801	91	147	285	233	269	1317	77	85	2446	256
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	161	801	91	147	285	233	269	1317	77	85	2446	256
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	200	23	37	71	58	67	329	19	21	612	64
Total Analysis Volume [veh/h]	161	801	91	147	285	233	269	1317	77	85	2446	256
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.28	0.28	0.09	0.16	0.16	0.17	0.29	0.29	0.05	0.56	0.56
Intersection LOS	F											
Intersection V/C	1.152											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.937

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	590	1450	404	343	484	336	360	856	71	260	1940	553
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	590	1450	404	343	484	336	360	856	71	260	1940	553
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	148	363	101	86	121	84	90	214	18	65	485	138
Total Analysis Volume [veh/h]	590	1450	404	343	484	336	360	856	71	260	1940	553
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.28	0.25	0.11	0.09	0.21	0.11	0.17	0.04	0.08	0.38	0.35
Intersection LOS	E											
Intersection V/C	0.937											

Intersection Level Of Service Report

Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Two-way stop	Delay (sec / veh):	22.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.368

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↰ ↑ ↑		↰ ↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	459	96	84	130	119	177
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	459	96	84	130	119	177
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	24	21	33	30	44
Total Analysis Volume [veh/h]	459	96	84	130	119	177
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.08	0.00	0.37	0.25
d_M, Delay for Movement [s/veh]	0.00	0.00	8.88	0.00	22.51	11.62
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.27	0.00	1.64	0.96
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.78	0.00	41.10	24.11
d_A, Approach Delay [s/veh]	0.00		3.49		16.00	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	5.15					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.881

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	265	2411	97	245	1396	165	228	40	166	126	83	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	265	2411	97	245	1396	165	228	40	166	126	83	139
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	603	24	61	349	41	57	10	42	32	21	35
Total Analysis Volume [veh/h]	265	2411	97	245	1396	165	228	40	166	126	83	139
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.47	0.06	0.08	0.27	0.10	0.14	0.17	0.10	0.08	0.14	0.14
Intersection LOS	D											
Intersection V/C	0.881											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.873

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	246	2224	495	175	1486	110	280	586	122	355	832	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	2224	495	175	1486	110	280	586	122	355	832	210
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	556	124	44	372	28	70	147	31	89	208	53
Total Analysis Volume [veh/h]	246	2224	495	175	1486	110	280	586	122	355	832	210
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.44	0.31	0.05	0.33	0.33	0.09	0.22	0.22	0.11	0.24	0.13
Intersection LOS	D											
Intersection V/C	0.873											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.889

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	274	1519	740	97	481	48	176	699	189	458	1072	400
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	274	1519	740	97	481	48	176	699	189	458	1072	400
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	380	185	24	120	12	44	175	47	115	268	100
Total Analysis Volume [veh/h]	274	1519	740	97	481	48	176	699	189	458	1072	400
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.45	0.00	0.03	0.11	0.11	0.06	0.19	0.19	0.14	0.31	0.31
Intersection LOS	D											
Intersection V/C	0.889											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.810

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰↰ ↑↑↑ ↱			↰↰ ↑↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	61	77	171	280	27	203	192	1245	59	118	1594	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	77	171	280	27	203	192	1245	59	118	1594	180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	19	43	70	7	51	48	311	15	30	399	45
Total Analysis Volume [veh/h]	61	77	171	280	27	203	192	1245	59	118	1594	180
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.16	0.16	0.18	0.02	0.13	0.06	0.24	0.04	0.04	0.37	0.37
Intersection LOS	D											
Intersection V/C	0.810											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	124.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.975

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↱			↱↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	0	0	155	0	0	138	150	1564	59	105	1780	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	155	0	0	138	150	1564	59	105	1780	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	39	0	0	35	38	391	15	26	445	11
Total Analysis Volume [veh/h]	0	0	155	0	0	138	150	1564	59	105	1780	42
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.56	0.00	0.00	0.58	0.98	0.02	0.00	0.54	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	33.41	0.00	0.00	26.22	124.26	0.00	0.00	43.69	0.00	0.00
Movement LOS			D			D	F	A	A	E	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	3.16	0.00	0.00	1.16	7.26	0.00	0.00	2.83	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	79.12	0.00	0.00	29.07	181.59	0.00	0.00	70.81	0.00	0.00
d_A, Approach Delay [s/veh]	33.41			26.22			10.51			2.38		
Approach LOS	D			D			B			A		
d_I, Intersection Delay [s/veh]	8.02											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.889

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	844	1722	272	249	987	267	397	773	423	322	1242	412
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	844	1722	272	249	987	267	397	773	423	322	1242	412
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	211	431	68	62	247	67	99	193	106	81	311	103
Total Analysis Volume [veh/h]	844	1722	272	249	987	267	397	773	423	322	1242	412
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.34	0.17	0.08	0.19	0.17	0.12	0.19	0.19	0.10	0.24	0.26
Intersection LOS	D											
Intersection V/C	0.889											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↱			↰↰↑↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	84	414	83	70	106	204	286	878	101	90	981	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	414	83	70	106	204	286	878	101	90	981	138
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	104	21	18	27	51	72	220	25	23	245	35
Total Analysis Volume [veh/h]	84	414	83	70	106	204	286	878	101	90	981	138
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.05	0.04	0.10	0.10	0.09	0.20	0.20	0.03	0.23	0.23
Intersection LOS	A											
Intersection V/C	0.538											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: D
Volume to Capacity (v/c): 0.801

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	923	1253	0	9	295	394	693	0	595	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	923	1253	0	9	295	394	693	0	595	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	231	313	0	2	74	99	173	0	149	0	0	0
Total Analysis Volume [veh/h]	923	1253	0	9	295	394	693	0	595	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.29	0.26	0.00	0.01	0.09	0.25	0.22	0.00	0.00	0.00	0.00	0.00
Intersection LOS	D											
Intersection V/C	0.801											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	493.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.101

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	✛			✛			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	32	2	26	15	2	74	109	776	61	48	1362	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	2	26	15	2	74	109	776	61	48	1362	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	7	4	1	19	27	194	15	12	341	11
Total Analysis Volume [veh/h]	32	2	26	15	2	74	109	776	61	48	1362	45
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.19	0.10	0.04	0.77	0.10	0.19	0.23	0.01	0.00	0.06	0.01	0.00
d_M, Delay for Movement [s/veh]	444.83	493.19	317.45	349.18	348.05	173.44	14.66	0.00	0.00	9.83	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	5.77	5.77	5.77	6.22	6.22	6.22	0.86	0.00	0.00	0.19	0.00	0.00
95th-Percentile Queue Length [ft/ln]	144.28	144.28	144.28	155.49	155.49	155.49	21.58	0.00	0.00	4.82	0.00	0.00
d_A, Approach Delay [s/veh]	391.24			206.25			1.69			0.32		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	17.36											
Intersection LOS	F											

APPENDIX D-XXX

CITY OF COSTA MESA/IRVINE YEAR 2045 BUILDOUT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑⊢			↰↰↑⊢			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	227	1321	219	249	2157	171	65	401	79	395	368	154
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	1321	219	249	2157	171	65	401	79	395	368	154
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	330	55	62	539	43	16	100	20	99	92	39
Total Analysis Volume [veh/h]	227	1321	219	249	2157	171	65	401	79	395	368	154
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.28	0.14	0.08	0.49	0.49	0.02	0.15	0.15	0.12	0.12	0.10
Intersection LOS	D											
Intersection V/C	0.829											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	50	365	264	254	880	67	65	822	251	238	457	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	365	264	254	880	67	65	822	251	238	457	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	91	66	64	220	17	16	206	63	60	114	21
Total Analysis Volume [veh/h]	50	365	264	254	880	67	65	822	251	238	457	85
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.00	0.08	0.20	0.20	0.02	0.22	0.22	0.07	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.511											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	5	9	14	301	14	94	105	1374	34	23	731	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	9	14	301	14	94	105	1374	34	23	731	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	4	75	4	24	26	344	9	6	183	33
Total Analysis Volume [veh/h]	5	9	14	301	14	94	105	1374	34	23	731	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.19	0.01	0.06	0.03	0.29	0.02	0.01	0.18	0.18
Intersection LOS	A											
Intersection V/C	0.496											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	357	603	166	299	1716	181	182	1170	619	303	565	198
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	357	603	166	299	1716	181	182	1170	619	303	565	198
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	151	42	75	429	45	46	293	155	76	141	50
Total Analysis Volume [veh/h]	357	603	166	299	1716	181	182	1170	619	303	565	198
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.13	0.10	0.09	0.36	0.11	0.06	0.28	0.28	0.09	0.12	0.12
Intersection LOS	D											
Intersection V/C	0.843											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	43	117	112	243	120	197	113	813	85	66	463	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	117	112	243	120	197	113	813	85	66	463	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	29	28	61	30	49	28	203	21	17	116	14
Total Analysis Volume [veh/h]	43	117	112	243	120	197	113	813	85	66	463	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.07	0.15	0.10	0.10	0.04	0.19	0.19	0.02	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.430											

Intersection Level Of Service Report

Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↑↱↱			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	302	227	0	12	903	251	416	0	817	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	302	227	0	12	903	251	416	0	817	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	57	0	3	226	63	104	0	204	0	0	0
Total Analysis Volume [veh/h]	302	227	0	12	903	251	416	0	817	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.05	0.00	0.01	0.28	0.16	0.13	0.00	0.16	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.538											

Intersection Level Of Service Report

Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	173	693	438	78	283	98	195	1385	240	117	334	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	173	693	438	78	283	98	195	1385	240	117	334	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	173	110	20	71	25	49	346	60	29	84	18
Total Analysis Volume [veh/h]	173	693	438	78	283	98	195	1385	240	117	334	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.20	0.26	0.02	0.11	0.11	0.06	0.32	0.32	0.03	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.684											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.848

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	224	1135	192	47	2497	176	56	122	232	297	264	297
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	1135	192	47	2497	176	56	122	232	297	264	297
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	284	48	12	624	44	14	31	58	74	66	74
Total Analysis Volume [veh/h]	224	1135	192	47	2497	176	56	122	232	297	264	297
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.24	0.12	0.01	0.56	0.56	0.04	0.07	0.07	0.09	0.08	0.19
Intersection LOS	D											
Intersection V/C	0.848											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.447

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑↱			↰ ↰ ↑ ↱			↰ ↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	123	522	39	15	1224	40	80	40	230	4	6	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	522	39	15	1224	40	80	40	230	4	6	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	131	10	4	306	10	20	10	58	1	2	1
Total Analysis Volume [veh/h]	123	522	39	15	1224	40	80	40	230	4	6	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.11	0.02	0.00	0.26	0.26	0.03	0.03	0.14	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.447											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.586

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↑↱			↰↰↑↑↑↑↱			↰↑↱			↰↰↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	66	1400	946	292	2617	26	12	91	9	366	160	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	1400	946	292	2617	26	12	91	9	366	160	138
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	350	237	73	654	7	3	23	2	92	40	35
Total Analysis Volume [veh/h]	66	1400	946	292	2617	26	12	91	9	366	160	138
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.22	0.00	0.09	0.41	0.02	0.01	0.06	0.01	0.08	0.10	0.09
Intersection LOS	A											
Intersection V/C	0.586											

Intersection Level Of Service Report

Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	22	639	214	202	1220	6	15	27	37	219	8	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	639	214	202	1220	6	15	27	37	219	8	145
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	160	54	51	305	2	4	7	9	55	2	36
Total Analysis Volume [veh/h]	22	639	214	202	1220	6	15	27	37	219	8	145
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.18	0.13	0.26	0.26	0.01	0.04	0.04	0.07	0.07	0.09
Intersection LOS	A											
Intersection V/C	0.435											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.765

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↰↑↑↱			↰↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	66	951	96	392	1514	141	201	258	162	126	103	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	951	96	392	1514	141	201	258	162	126	103	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	238	24	98	379	35	50	65	41	32	26	47
Total Analysis Volume [veh/h]	66	951	96	392	1514	141	201	258	162	126	103	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.22	0.22	0.12	0.34	0.34	0.13	0.26	0.26	0.08	0.06	0.12
Intersection LOS	C											
Intersection V/C	0.765											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	271	1414	709	253	1189	271	316	735	230	407	385	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	271	1414	709	253	1189	271	316	735	230	407	385	140
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	354	177	63	297	68	79	184	58	102	96	35
Total Analysis Volume [veh/h]	271	1414	709	253	1189	271	316	735	230	407	385	140
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.29	0.32	0.08	0.19	0.17	0.10	0.23	0.14	0.13	0.08	0.09
Intersection LOS	C											
Intersection V/C	0.752											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.757

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	114	153	41	257	291	528	595	1257	282	36	555	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	153	41	257	291	528	595	1257	282	36	555	123
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	38	10	64	73	132	149	314	71	9	139	31
Total Analysis Volume [veh/h]	114	153	41	257	291	528	595	1257	282	36	555	123
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

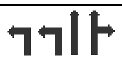
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.12	0.12	0.08	0.18	0.00	0.19	0.48	0.48	0.02	0.14	0.14
Intersection LOS	C											
Intersection V/C	0.757											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.778

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	45	435	265	659	1115	243	332	1191	84	266	445	331
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	435	265	659	1115	243	332	1191	84	266	445	331
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	109	66	165	279	61	83	298	21	67	111	83
Total Analysis Volume [veh/h]	45	435	265	659	1115	243	332	1191	84	266	445	331
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.09	0.08	0.21	0.23	0.05	0.10	0.40	0.40	0.08	0.14	0.21
Intersection LOS	C											
Intersection V/C	0.778											

Intersection Level Of Service Report

Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	350	847	5	55	1078	484	0	0	0	2	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	350	847	5	55	1078	484	0	0	0	2	0	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	212	1	14	270	121	0	0	0	1	0	2
Total Analysis Volume [veh/h]	350	847	5	55	1078	484	0	0	0	2	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.18	0.18	0.03	0.33	0.33	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.440											

Intersection Level Of Service Report

Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.680

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	716	61	49	1049	0	391	69	659	70	0	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	716	61	49	1049	0	391	69	659	70	0	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	179	15	12	262	0	98	17	165	18	0	20
Total Analysis Volume [veh/h]	0	716	61	49	1049	0	391	69	659	70	0	80
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.16	0.03	0.22	0.00	0.12	0.14	0.41	0.04	0.00	0.05
Intersection LOS	B											
Intersection V/C	0.680											

Intersection Level Of Service Report

Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	SR-55 NB Ramps			SR-55 NB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↱						↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramps			SR-55 NB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	797	0	521	0	0	0	0	851	930	0	1753	1314
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	797	0	521	0	0	0	0	851	930	0	1753	1314
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	199	0	130	0	0	0	0	213	233	0	438	329
Total Analysis Volume [veh/h]	797	0	521	0	0	0	0	851	930	0	1753	1314
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.34	0.00
Intersection LOS	B											
Intersection V/C	0.628											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.866

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	246	2224	495	175	1486	110	280	586	122	355	832	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	2224	495	175	1486	110	280	586	122	355	832	210
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	556	124	44	372	28	70	147	31	89	208	53
Total Analysis Volume [veh/h]	246	2224	495	175	1486	110	280	586	122	355	832	210
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.46	0.31	0.05	0.33	0.33	0.09	0.22	0.22	0.11	0.26	0.13
Intersection LOS	D											
Intersection V/C	0.866											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.867

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	274	1519	740	97	481	48	176	699	189	458	1072	400
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	274	1519	740	97	481	48	176	699	189	458	1072	400
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	380	185	24	120	12	44	175	47	115	268	100
Total Analysis Volume [veh/h]	274	1519	740	97	481	48	176	699	189	458	1072	400
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.47	0.00	0.03	0.11	0.11	0.06	0.19	0.19	0.14	0.31	0.31
Intersection LOS	D											
Intersection V/C	0.867											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	61	77	171	280	27	203	192	1245	59	118	1594	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	77	171	280	27	203	192	1245	59	118	1594	180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	19	43	70	7	51	48	311	15	30	399	45
Total Analysis Volume [veh/h]	61	77	171	280	27	203	192	1245	59	118	1594	180
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.16	0.16	0.18	0.02	0.13	0.06	0.26	0.04	0.04	0.37	0.37
Intersection LOS	C											
Intersection V/C	0.760											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.852

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	844	1722	272	249	987	267	397	773	423	322	1242	412
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	844	1722	272	249	987	267	397	773	423	322	1242	412
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	211	431	68	62	247	67	99	193	106	81	311	103
Total Analysis Volume [veh/h]	844	1722	272	249	987	267	397	773	423	322	1242	412
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.36	0.17	0.08	0.21	0.17	0.12	0.19	0.19	0.10	0.26	0.26
Intersection LOS	D											
Intersection V/C	0.852											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	84	414	83	70	106	204	286	878	101	90	981	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	414	83	70	106	204	286	878	101	90	981	138
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	104	21	18	27	51	72	220	25	23	245	35
Total Analysis Volume [veh/h]	84	414	83	70	106	204	286	878	101	90	981	138
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.13	0.05	0.04	0.10	0.10	0.09	0.20	0.20	0.03	0.23	0.23
Intersection LOS	A											
Intersection V/C	0.496											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	923	1253	0	9	295	394	693	0	595	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	923	1253	0	9	295	394	693	0	595	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	231	313	0	2	74	99	173	0	149	0	0	0
Total Analysis Volume [veh/h]	923	1253	0	9	295	394	693	0	595	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.29	0.26	0.00	0.01	0.09	0.25	0.22	0.00	0.00	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.751											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.966

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↱			↰↰↑↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	435	751	270	95	817	486	204	749	197	331	1679	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	435	751	270	95	817	486	204	749	197	331	1679	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	109	188	68	24	204	122	51	187	49	83	420	20
Total Analysis Volume [veh/h]	435	751	270	95	817	486	204	749	197	331	1679	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.22	0.16	0.03	0.38	0.38	0.06	0.19	0.19	0.10	0.35	0.35
Intersection LOS	E											
Intersection V/C	0.966											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.002

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	163	2292	304	102	1282	150	245	299	641	248	385	543
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	2292	304	102	1282	150	245	299	641	248	385	543
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	573	76	26	321	38	61	75	160	62	96	136
Total Analysis Volume [veh/h]	163	2292	304	102	1282	150	245	299	641	248	385	543
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.48	0.19	0.03	0.30	0.30	0.15	0.20	0.20	0.08	0.12	0.34
Intersection LOS	F											
Intersection V/C	1.002											

Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	570	36	231	34	0	46	51	504	0	0	463	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	570	36	231	34	0	46	51	504	0	0	463	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	143	9	58	9	0	12	13	126	0	0	116	10
Total Analysis Volume [veh/h]	570	36	231	34	0	46	51	504	0	0	463	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.36	0.08	0.08	0.02	0.00	0.03	0.03	0.16	0.00	0.00	0.16	0.16
Intersection LOS	A											
Intersection V/C	0.574											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	236	1814	59	68	935	202	335	140	371	90	61	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	1814	59	68	935	202	335	140	371	90	61	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	454	15	17	234	51	84	35	93	23	15	15
Total Analysis Volume [veh/h]	236	1814	59	68	935	202	335	140	371	90	61	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.38	0.04	0.02	0.24	0.24	0.10	0.09	0.23	0.03	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.659											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	436	2591	1045	206	2150	86	96	99	185	1041	58	308
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	436	2591	1045	206	2150	86	96	99	185	1041	58	308
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	109	648	261	52	538	22	24	25	46	260	15	77
Total Analysis Volume [veh/h]	436	2591	1045	206	2150	86	96	99	185	1041	58	308
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.40	0.00	0.06	0.34	0.05	0.06	0.06	0.12	0.22	0.04	0.19
Intersection LOS	D											
Intersection V/C	0.805											

Intersection Level Of Service Report
Intersection 28: Fairview Rd at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.803

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	263	1613	0	0	2274	318	0	0	0	1012	0	1284
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	263	1613	0	0	2274	318	0	0	0	1012	0	1284
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	403	0	0	569	80	0	0	0	253	0	321
Total Analysis Volume [veh/h]	263	1613	0	0	2274	318	0	0	0	1012	0	1284
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.34	0.00	0.00	0.24	0.20	0.00	0.00	0.00	0.32	0.00	0.40
Intersection LOS	D											
Intersection V/C	0.803											

Intersection Level Of Service Report
Intersection 29: Fairview Rd at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.781

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	2307	777	1251	1977	0	375	0	433	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2307	777	1251	1977	0	375	0	433	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	577	194	313	494	0	94	0	108	0	0	0
Total Analysis Volume [veh/h]	0	2307	777	1251	1977	0	375	0	433	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.39	0.39	0.26	0.41	0.00	0.12	0.00	0.14	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.781											

Intersection Level Of Service Report
Intersection 30: Bristol St at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.987

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↑↑↑↱			↑↑↑↑┝			↱↱			↰↰↑↑↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	2742	275	0	2981	24	0	0	234	443	370	1554
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2742	275	0	2981	24	0	0	234	443	370	1554
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	686	69	0	745	6	0	0	59	111	93	389
Total Analysis Volume [veh/h]	0	2742	275	0	2981	24	0	0	234	443	370	1554
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.43	0.00	0.00	0.38	0.38	0.00	0.00	0.07	0.28	0.12	0.49
Intersection LOS	E											
Intersection V/C	0.987											

Intersection Level Of Service Report
Intersection 31: Bristol St at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

Intersection Setup

Name	Bristol St		Bristol St		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		I-405 SB Ramps	
Base Volume Input [veh/h]	158	1929	1893	1232	1061	400
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	158	1929	1893	1232	1061	400
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	482	473	308	265	100
Total Analysis Volume [veh/h]	158	1929	1893	1232	1061	400
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.30	0.39	0.00	0.22	0.00
Intersection LOS	C					
Intersection V/C	0.714					

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.788

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↱			↰ ↱			↰ ↰ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	40	1866	279	170	1277	19	8	9	43	222	19	324
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1866	279	170	1277	19	8	9	43	222	19	324
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	467	70	43	319	5	2	2	11	56	5	81
Total Analysis Volume [veh/h]	40	1866	279	170	1277	19	8	9	43	222	19	324
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.45	0.45	0.11	0.27	0.27	0.01	0.03	0.03	0.07	0.08	0.20
Intersection LOS	C											
Intersection V/C	0.788											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.982

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↰↑↑↱			↰↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	134	1502	125	290	1695	144	283	239	69	281	280	516
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	1502	125	290	1695	144	283	239	69	281	280	516
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	376	31	73	424	36	71	60	17	70	70	129
Total Analysis Volume [veh/h]	134	1502	125	290	1695	144	283	239	69	281	280	516
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.34	0.34	0.09	0.38	0.38	0.18	0.19	0.19	0.18	0.18	0.32
Intersection LOS	E											
Intersection V/C	0.982											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.002

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	382	2242	460	301	1364	410	354	599	231	812	1187	202
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	382	2242	460	301	1364	410	354	599	231	812	1187	202
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	561	115	75	341	103	89	150	58	203	297	51
Total Analysis Volume [veh/h]	382	2242	460	301	1364	410	354	599	231	812	1187	202
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.47	0.03	0.09	0.21	0.26	0.11	0.19	0.14	0.25	0.25	0.13
Intersection LOS	F											
Intersection V/C	1.002											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.868

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	277	285	26	195	278	845	473	755	168	15	1487	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	277	285	26	195	278	845	473	755	168	15	1487	304
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	71	7	49	70	211	118	189	42	4	372	76
Total Analysis Volume [veh/h]	277	285	26	195	278	845	473	755	168	15	1487	304
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.19	0.19	0.06	0.17	0.12	0.15	0.29	0.29	0.01	0.37	0.37
Intersection LOS	D											
Intersection V/C	0.868											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.891

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	228	960	288	569	847	570	340	554	98	354	1303	505
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	228	960	288	569	847	570	340	554	98	354	1303	505
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	240	72	142	212	143	85	139	25	89	326	126
Total Analysis Volume [veh/h]	228	960	288	569	847	570	340	554	98	354	1303	505
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.07	0.18	0.18	0.25	0.11	0.20	0.20	0.11	0.41	0.32
Intersection LOS	D											
Intersection V/C	0.891											

Intersection Level Of Service Report
Intersection 37: Bear St at SR-57 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.965

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑			↑↑↱						↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	245	768	0	0	1299	182	0	0	0	496	0	1612
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	768	0	0	1299	182	0	0	0	496	0	1612
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	192	0	0	325	46	0	0	0	124	0	403
Total Analysis Volume [veh/h]	245	768	0	0	1299	182	0	0	0	496	0	1612
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	4
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.24	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.31	0.00	0.50
Intersection LOS	E											
Intersection V/C	0.965											

Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↱			↰ ↰ ↑ ↑			↰ ↰↱					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	827	208	760	1041	0	225	0	195	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	827	208	760	1041	0	225	0	195	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	207	52	190	260	0	56	0	49	0	0	0
Total Analysis Volume [veh/h]	0	827	208	760	1041	0	225	0	195	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.32	0.32	0.24	0.33	0.00	0.07	0.00	0.13	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.692											

Intersection Level Of Service Report

Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	795	1512	9	539	723	684	0	0	0	5	5	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	795	1512	9	539	723	684	0	0	0	5	5	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	199	378	2	135	181	171	0	0	0	1	1	4
Total Analysis Volume [veh/h]	795	1512	9	539	723	684	0	0	0	5	5	15
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.32	0.32	0.34	0.29	0.29	0.00	0.00	0.00	0.00	0.02	0.02
Intersection LOS	B											
Intersection V/C	0.669											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	2311	17	17	674	0	538	15	314	22	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2311	17	17	674	0	538	15	314	22	0	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	578	4	4	169	0	135	4	79	6	0	9
Total Analysis Volume [veh/h]	0	2311	17	17	674	0	538	15	314	22	0	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.49	0.49	0.01	0.14	0.00	0.17	0.17	0.20	0.01	0.00	0.02
Intersection LOS	C											
Intersection V/C	0.714											

APPENDIX D-XXXI

CITY OF SANTA ANA YEAR 2045 BUILDOUT PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report

Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.009

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑⊢			↰↑↑⊢			↰↑↑↱			↰↑⊢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	126	1324	176	381	2497	177	120	660	207	242	651	269
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	1324	176	381	2497	177	120	660	207	242	651	269
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	331	44	95	624	44	30	165	52	61	163	67
Total Analysis Volume [veh/h]	126	1324	176	381	2497	177	120	660	207	242	651	269
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.31	0.31	0.24	0.56	0.56	0.08	0.19	0.13	0.15	0.29	0.29
Intersection LOS	F											
Intersection V/C	1.009											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.788

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	365	243	1272	464	343	861
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	365	243	1272	464	343	861
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	61	318	116	86	215
Total Analysis Volume [veh/h]	365	243	1272	464	343	861
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.15	0.37	0.29	0.21	0.25
Intersection LOS	C					
Intersection V/C	0.788					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.065

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	111	1061	206	345	1328	154	269	1212	151	175	670	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	111	1061	206	345	1328	154	269	1212	151	175	670	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	265	52	86	332	39	67	303	38	44	168	22
Total Analysis Volume [veh/h]	111	1061	206	345	1328	154	269	1212	151	175	670	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.26	0.26	0.22	0.31	0.31	0.17	0.43	0.43	0.11	0.24	0.24
Intersection LOS	F											
Intersection V/C	1.065											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.027

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	77	446	95	118	688	145	215	1481	359	150	690	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	446	95	118	688	145	215	1481	359	150	690	110
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	112	24	30	172	36	54	370	90	38	173	28
Total Analysis Volume [veh/h]	77	446	95	118	688	145	215	1481	359	150	690	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.17	0.17	0.07	0.26	0.26	0.13	0.58	0.58	0.09	0.25	0.25
Intersection LOS	F											
Intersection V/C	1.027											

Intersection Level Of Service Report
Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.954

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	196	583	250	291	1308	122	123	1185	469	216	637	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	196	583	250	291	1308	122	123	1185	469	216	637	127
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	146	63	73	327	31	31	296	117	54	159	32
Total Analysis Volume [veh/h]	196	583	250	291	1308	122	123	1185	469	216	637	127
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.17	0.16	0.18	0.30	0.30	0.08	0.35	0.29	0.14	0.19	0.08
Intersection LOS	E											
Intersection V/C	0.954											

Intersection Level Of Service Report

Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.864

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	300	990	109	373	1932	210	157	1287	183	285	685	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	300	990	109	373	1932	210	157	1287	183	285	685	184
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	248	27	93	483	53	39	322	46	71	171	46
Total Analysis Volume [veh/h]	300	990	109	373	1932	210	157	1287	183	285	685	184
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.23	0.23	0.12	0.38	0.13	0.05	0.25	0.11	0.09	0.13	0.12
Intersection LOS	D											
Intersection V/C	0.864											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.912

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	108	366	144	282	912	362	118	2069	201	85	1516	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	366	144	282	912	362	118	2069	201	85	1516	167
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	92	36	71	228	91	30	517	50	21	379	42
Total Analysis Volume [veh/h]	108	366	144	282	912	362	118	2069	201	85	1516	167
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.11	0.09	0.18	0.27	0.23	0.07	0.47	0.47	0.05	0.35	0.35
Intersection LOS	E											
Intersection V/C	0.912											

Intersection Level Of Service Report

Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	186	9	149	88	27	76	22	1823	213	169	1741	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	186	9	149	88	27	76	22	1823	213	169	1741	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	2	37	22	7	19	6	456	53	42	435	6
Total Analysis Volume [veh/h]	186	9	149	88	27	76	22	1823	213	169	1741	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.09	0.06	0.06	0.06	0.01	0.42	0.42	0.11	0.37	0.37
Intersection LOS	C											
Intersection V/C	0.760											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.990

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	112	710	288	398	1810	223	316	1928	344	330	1206	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	710	288	398	1810	223	316	1928	344	330	1206	164
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	178	72	100	453	56	79	482	86	83	302	41
Total Analysis Volume [veh/h]	112	710	288	398	1810	223	316	1928	344	330	1206	164
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.18	0.12	0.42	0.42	0.10	0.38	0.22	0.10	0.24	0.10
Intersection LOS	E											
Intersection V/C	0.990											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.932

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	26	206	92	272	436	344	240	2623	97	84	1281	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	206	92	272	436	344	240	2623	97	84	1281	79
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	52	23	68	109	86	60	656	24	21	320	20
Total Analysis Volume [veh/h]	26	206	92	272	436	344	240	2623	97	84	1281	79
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.09	0.09	0.17	0.24	0.24	0.15	0.57	0.57	0.05	0.28	0.28
Intersection LOS	E											
Intersection V/C	0.932											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.962

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	69	391	338	779	1037	232	290	2035	306	188	706	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	391	338	779	1037	232	290	2035	306	188	706	264
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	98	85	195	259	58	73	509	77	47	177	66
Total Analysis Volume [veh/h]	69	391	338	779	1037	232	290	2035	306	188	706	264
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.21	0.24	0.20	0.15	0.09	0.40	0.19	0.06	0.14	0.17
Intersection LOS	E											
Intersection V/C	0.962											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↰ ↑ ↑		↰ ↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	214	4	30	288	31	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	214	4	30	288	31	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	1	8	72	8	9
Total Analysis Volume [veh/h]	214	4	30	288	31	37
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.07	0.02	0.08	0.02	0.02
Intersection LOS	A					
Intersection V/C	0.131					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰↑ ↱			↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	79	1028	47	97	2346	43	141	0	185	43	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	1028	47	97	2346	43	141	0	185	43	0	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	257	12	24	587	11	35	0	46	11	0	5
Total Analysis Volume [veh/h]	79	1028	47	97	2346	43	141	0	185	43	0	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.20	0.03	0.03	0.50	0.50	0.09	0.00	0.12	0.03	0.00	0.01
Intersection LOS	B											
Intersection V/C	0.672											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.883

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	227	1321	221	249	2157	171	65	401	79	405	368	154
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	1321	221	249	2157	171	65	401	79	405	368	154
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	330	55	62	539	43	16	100	20	101	92	39
Total Analysis Volume [veh/h]	227	1321	221	249	2157	171	65	401	79	405	368	154
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.26	0.14	0.08	0.49	0.49	0.02	0.15	0.15	0.13	0.11	0.10
Intersection LOS	D											
Intersection V/C	0.883											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑⊢			↰↰↑↑⊢			↰↰↑↑⊢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	50	365	284	254	880	67	65	824	251	296	467	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	365	284	254	880	67	65	824	251	296	467	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	91	71	64	220	17	16	206	63	74	117	21
Total Analysis Volume [veh/h]	50	365	284	254	880	67	65	824	251	296	467	85
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.00	0.08	0.20	0.20	0.02	0.22	0.22	0.09	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.579											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↱			↰ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	5	9	14	323	14	110	113	1389	34	64	784	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	9	14	323	14	110	113	1389	34	64	784	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	4	81	4	28	28	347	9	16	196	35
Total Analysis Volume [veh/h]	5	9	14	323	14	110	113	1389	34	64	784	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.20	0.01	0.07	0.04	0.27	0.02	0.02	0.19	0.19
Intersection LOS	A											
Intersection V/C	0.559											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.460

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	14	68	0	37	35	1492	34	65	949	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	14	68	0	37	35	1492	34	65	949	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	4	17	0	9	9	373	9	16	237	12
Total Analysis Volume [veh/h]	10	0	14	68	0	37	35	1492	34	65	949	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.04	0.00	0.02	0.02	0.32	0.32	0.04	0.21	0.21
Intersection LOS	A											
Intersection V/C	0.460											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.956

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑┣↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	399	669	166	307	1987	198	193	1210	689	303	579	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	399	669	166	307	1987	198	193	1210	689	303	579	196
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	167	42	77	497	50	48	303	172	76	145	49
Total Analysis Volume [veh/h]	399	669	166	307	1987	198	193	1210	689	303	579	196
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.13	0.10	0.10	0.39	0.12	0.06	0.30	0.30	0.09	0.11	0.12
Intersection LOS	E											
Intersection V/C	0.956											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	43	117	112	243	120	197	113	861	85	66	475	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	117	112	243	120	197	113	861	85	66	475	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	29	28	61	30	49	28	215	21	17	119	14
Total Analysis Volume [veh/h]	43	117	112	243	120	197	113	861	85	66	475	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.07	0.15	0.10	0.10	0.04	0.20	0.20	0.02	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.490											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.586

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	314	227	0	12	903	251	416	0	865	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	314	227	0	12	903	251	416	0	865	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	57	0	3	226	63	104	0	216	0	0	0
Total Analysis Volume [veh/h]	314	227	0	12	903	251	416	0	865	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.05	0.00	0.01	0.27	0.16	0.13	0.00	0.17	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.586											

Intersection Level Of Service Report

Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.173

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	76	0	1780	922	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	76	0	1780	922	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	19	0	445	231	22
Total Analysis Volume [veh/h]	0	76	0	1780	922	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.17	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	14.93	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.62	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	15.52	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.93		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	2119	1749	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	2119	1749	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	530	437	2
Total Analysis Volume [veh/h]	0	3	0	2119	1749	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	19.56	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.91	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.56		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑⊢			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1472	27	28	2584	41	76	0	80	20	0	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1472	27	28	2584	41	76	0	80	20	0	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	368	7	7	646	10	19	0	20	5	0	7
Total Analysis Volume [veh/h]	38	1472	27	28	2584	41	76	0	80	20	0	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.29	0.02	0.02	0.55	0.55	0.05	0.00	0.10	0.01	0.00	0.03
Intersection LOS	C											
Intersection V/C	0.719											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1549	2638	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1549	2638	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	387	660	0	0	0
Total Analysis Volume [veh/h]	0	1549	2638	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	33.46
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		33.46	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	36.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.166

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	1160	2498	22	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1160	2498	22	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	290	625	6	0	6
Total Analysis Volume [veh/h]	0	1160	2498	22	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.17
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	36.04
Movement LOS		A	A	A		E
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.57
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	14.34
d_A, Approach Delay [s/veh]	0.00		0.00		36.04	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	38.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.181

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	1160	2496	81	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1160	2496	81	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	290	624	20	0	6
Total Analysis Volume [veh/h]	0	1160	2496	81	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.18
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	38.03
Movement LOS		A	A	A		E
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.63
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	15.83
d_A, Approach Delay [s/veh]	0.00		0.00		38.03	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	148.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.041

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	149	2467	13	0	1535
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	149	2467	13	0	1535
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	37	617	3	0	384
Total Analysis Volume [veh/h]	0	149	2467	13	0	1535
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.04	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	148.40	0.00	0.00	0.00	0.00
Movement LOS		F	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	7.85	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	196.32	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	148.40		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	5.31					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	57.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	90	2390	6	0	1535
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	90	2390	6	0	1535
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	598	2	0	384
Total Analysis Volume [veh/h]	0	90	2390	6	0	1535
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.59	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	57.75	0.00	0.00	0.00	0.00
Movement LOS		F	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	3.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	77.18	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	57.75		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.29					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	325	2	0	434	0	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	325	2	0	434	0	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	1	0	109	0	9
Total Analysis Volume [veh/h]	325	2	0	434	0	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.42
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	3.40
d_A, Approach Delay [s/veh]	0.00		0.00		9.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	280	3	0	383	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	280	3	0	383	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	1	0	96	0	1
Total Analysis Volume [veh/h]	280	3	0	383	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.10
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.17
d_A, Approach Delay [s/veh]	0.00		0.00		9.10	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	248	8	0	363	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	8	0	363	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	2	0	91	0	3
Total Analysis Volume [veh/h]	248	8	0	363	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.06
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.93
d_A, Approach Delay [s/veh]	0.00		0.00		9.06	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	360	2	0	434	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	2	0	434	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	1	0	109	0	3
Total Analysis Volume [veh/h]	360	2	0	434	0	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.40
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.19
d_A, Approach Delay [s/veh]	0.00		0.00		9.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱						↰ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	0	255	1	3	346	8	0	0	0	8	0	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	255	1	3	346	8	0	0	0	8	0	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	64	0	1	87	2	0	0	0	2	0	3
Total Analysis Volume [veh/h]	0	255	1	3	346	8	0	0	0	8	0	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	8.00	0.00	0.00	7.76	0.00	0.00	0.00	0.00	0.00	12.26	13.97	9.06
Movement LOS	A	A	A	A	A	A				B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.05	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	1.21	1.02	1.02
d_A, Approach Delay [s/veh]	0.00			0.07			0.00			10.34		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	0.36											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	588.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.176

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	20	6	34	36	7	191	88	1202	40	20	949	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	6	34	36	7	191	88	1202	40	20	949	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	9	9	2	48	22	301	10	5	237	6
Total Analysis Volume [veh/h]	20	6	34	36	7	191	88	1202	40	20	949	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.18	0.22	0.08	1.11	0.26	0.36	0.12	0.01	0.00	0.04	0.01	0.00
d_M, Delay for Movement [s/veh]	588.13	507.96	384.81	496.62	519.29	392.93	10.83	0.00	0.00	11.71	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	6.10	6.10	6.10	17.36	17.36	17.36	0.43	0.00	0.00	0.11	0.00	0.00
95th-Percentile Queue Length [ft/ln]	152.52	152.52	152.52	434.07	434.07	434.07	10.64	0.00	0.00	2.79	0.00	0.00
d_A, Approach Delay [s/veh]	464.90			412.66			0.72			0.24		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	48.03											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↰ ↑ ↑		↰ ↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	214	4	30	288	31	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	214	4	30	288	31	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	1	8	72	8	9
Total Analysis Volume [veh/h]	214	4	30	288	31	37
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	6	10	6	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	41	0	20	61	29	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	7	0
Pedestrian Clearance [s]	11	0	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	70	70	3	77	5	5
g / C, Green / Cycle	0.78	0.78	0.04	0.86	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.06	0.06	0.02	0.09	0.02	0.02
s, saturation flow rate [veh/h]	1870	1858	1781	3186	1781	1589
c, Capacity [veh/h]	1449	1439	65	2725	99	88
d1, Uniform Delay [s]	2.43	2.43	42.52	1.03	40.87	41.11
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	0.10	5.06	0.08	1.78	3.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.08	0.08	0.46	0.11	0.31	0.42
d, Delay for Lane Group [s/veh]	2.53	2.53	47.58	1.11	42.64	44.24
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.30	0.30	0.73	0.07	0.71	0.87
50th-Percentile Queue Length [ft/ln]	7.58	7.59	18.13	1.77	17.76	21.78
95th-Percentile Queue Length [veh/ln]	0.55	0.55	1.31	0.13	1.28	1.57
95th-Percentile Queue Length [ft/ln]	13.64	13.66	32.63	3.19	31.98	39.21

Movement, Approach, & Intersection Results

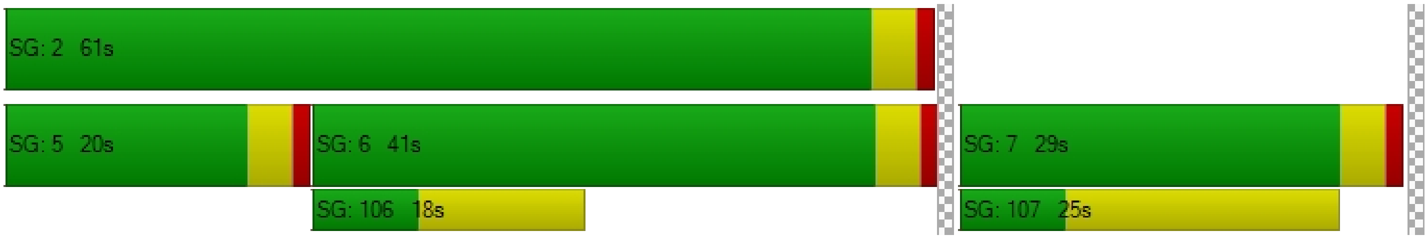
d_M, Delay for Movement [s/veh]	2.53	2.53	47.58	1.11	42.64	44.24
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	2.53		5.49		43.51	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	8.70					
Intersection LOS	A					
Intersection V/C	0.131					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.447	1.967
Crosswalk LOS	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	822	1266	555
d_b, Bicycle Delay [s]	15.62	6.06	23.48
I_b,int, Bicycle LOS Score for Intersection	1.739	1.822	1.560
Bicycle LOS	A	A	A

Sequence

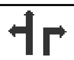
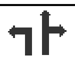
Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	15.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.664

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	79	1028	47	97	2346	43	141	0	185	43	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	1028	47	97	2346	43	141	0	185	43	0	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	257	12	24	587	11	35	0	46	11	0	5
Total Analysis Volume [veh/h]	79	1028	47	97	2346	43	141	0	185	43	0	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	10	0	6	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	57	0	11	58	0	0	42	0	0	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	R	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	75	75	6	75	75	17	17	17	17
g / C, Green / Cycle	0.05	0.68	0.68	0.05	0.69	0.69	0.16	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.02	0.23	0.03	0.03	0.44	0.44	0.13	0.12	0.04	0.01
s, saturation flow rate [veh/h]	3459	4558	1589	3459	3560	1853	1121	1589	1198	1589
c, Capacity [veh/h]	173	3116	1087	180	2442	1271	239	247	74	247
d1, Uniform Delay [s]	50.81	7.10	5.67	50.86	9.70	9.74	46.86	44.42	54.92	39.73
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.89	0.28	0.07	2.51	1.31	2.54	2.30	4.55	7.08	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.46	0.33	0.04	0.54	0.64	0.65	0.59	0.75	0.58	0.08
d, Delay for Lane Group [s/veh]	52.70	7.38	5.74	53.37	11.02	12.28	49.16	48.97	62.00	39.86
Lane Group LOS	D	A	A	D	B	B	D	D	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.10	3.08	0.35	1.36	9.86	10.78	3.89	5.11	1.33	0.45
50th-Percentile Queue Length [ft/ln]	27.56	77.03	8.77	34.11	246.58	269.44	97.37	127.78	33.37	11.25
95th-Percentile Queue Length [veh/ln]	1.98	5.55	0.63	2.46	15.01	16.16	7.01	8.82	2.40	0.81
95th-Percentile Queue Length [ft/ln]	49.60	138.66	15.79	61.39	375.34	404.04	175.26	220.48	60.07	20.24

Movement, Approach, & Intersection Results

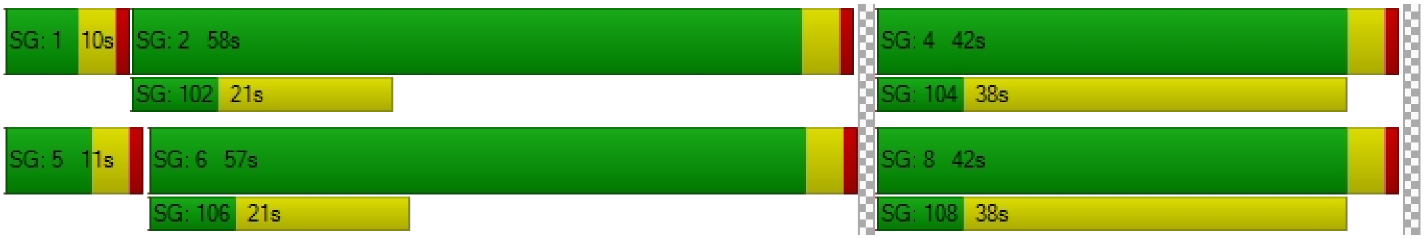
d_M, Delay for Movement [s/veh]	52.70	7.38	5.74	53.37	11.43	12.28	49.16	49.16	48.97	62.00	39.86	39.86
Movement LOS	D	A	A	D	B	B	D	D	D	E	D	D
d_A, Approach Delay [s/veh]	10.42			13.08			49.05			55.21		
Approach LOS	B			B			D			E		
d_I, Intersection Delay [s/veh]	15.88											
Intersection LOS	B											
Intersection V/C	0.664											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	44.55	44.55	44.55
I_p,int, Pedestrian LOS Score for Intersection	3.324	3.383	2.250	2.191
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	964	982	691	691
d_b, Bicycle Delay [s]	14.77	14.25	23.56	23.56
I_b,int, Bicycle LOS Score for Intersection	2.194	2.927	2.098	1.662
Bicycle LOS	B	C	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.424

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	14	68	0	37	35	1492	34	65	949	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	14	68	0	37	35	1492	34	65	949	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	4	17	0	9	9	373	9	16	237	12
Total Analysis Volume [veh/h]	10	0	14	68	0	37	35	1492	34	65	949	47
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	6	10	0	6	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	39	0	0	39	0	10	41	0	10	41	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	24	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	9	4	64	64	5	65	65
g / C, Green / Cycle	0.10	0.10	0.10	0.10	0.04	0.71	0.71	0.05	0.72	0.72
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.05	0.02	0.02	0.28	0.28	0.04	0.21	0.21
s, saturation flow rate [veh/h]	1371	1589	1399	1589	1781	3560	1849	1781	3186	1633
c, Capacity [veh/h]	168	165	188	165	71	2521	1309	97	2302	1180
d1, Uniform Delay [s]	39.74	36.47	40.31	37.01	42.32	5.34	5.34	41.76	4.36	4.37
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.15	0.22	1.17	0.68	5.12	0.47	0.91	7.63	0.31	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.08	0.36	0.22	0.49	0.40	0.40	0.67	0.29	0.29
d, Delay for Lane Group [s/veh]	39.89	36.69	41.48	37.69	47.44	5.82	6.25	49.39	4.68	4.98
Lane Group LOS	D	D	D	D	D	A	A	D	A	A
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.22	0.29	1.52	0.78	0.84	2.92	3.19	1.58	1.58	1.72
50th-Percentile Queue Length [ft/ln]	5.40	7.23	38.04	19.49	21.00	73.00	79.77	39.42	39.53	43.06
95th-Percentile Queue Length [veh/ln]	0.39	0.52	2.74	1.40	1.51	5.26	5.74	2.84	2.85	3.10
95th-Percentile Queue Length [ft/ln]	9.72	13.01	68.46	35.08	37.80	131.40	143.59	70.96	71.16	77.51

Movement, Approach, & Intersection Results

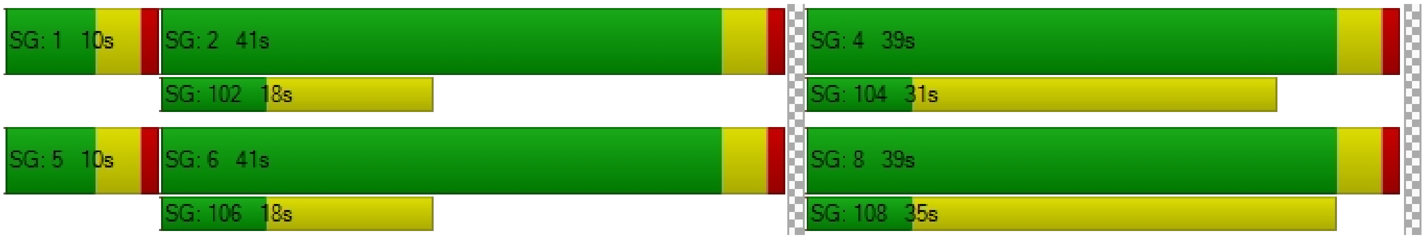
d_M, Delay for Movement [s/veh]	39.89	36.69	36.69	41.48	37.69	37.69	47.44	5.96	6.25	49.39	4.77	4.98
Movement LOS	D	D	D	D	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	38.02			40.14			6.90			7.51		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	8.67											
Intersection LOS	A											
Intersection V/C	0.424											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	1.973	1.990	3.083	3.180
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	778	822	822
d_b, Bicycle Delay [s]	16.82	16.82	15.62	15.62
I_b,int, Bicycle LOS Score for Intersection	1.599	1.733	2.418	2.143
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.173

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	76	0	1780	922	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	76	0	1780	922	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	19	0	445	231	22
Total Analysis Volume [veh/h]	0	76	0	1780	922	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.17	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	14.93	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.62	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	15.52	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.93		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	2119	1749	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	2119	1749	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	530	437	2
Total Analysis Volume [veh/h]	0	3	0	2119	1749	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	19.56	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.91	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.56		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	10.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.662

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1472	27	28	2584	41	76	0	80	20	0	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1472	27	28	2584	41	76	0	80	20	0	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	368	7	7	646	10	19	0	20	5	0	7
Total Analysis Volume [veh/h]	38	1472	27	28	2584	41	76	0	80	20	0	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	10	0	6	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	68	0	10	68	0	0	42	0	0	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	11	0	0	31	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	91	91	4	90	90	14	14
g / C, Green / Cycle	0.04	0.76	0.76	0.03	0.75	0.75	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.01	0.32	0.02	0.02	0.48	0.49	0.10	0.03
s, saturation flow rate [veh/h]	3459	4558	1589	1781	3560	1855	1590	1468
c, Capacity [veh/h]	126	3443	1201	55	2670	1391	225	210
d1, Uniform Delay [s]	56.33	5.30	3.65	57.25	7.27	7.30	51.92	48.46
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.34	0.39	0.03	7.21	1.22	2.35	3.77	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.43	0.02	0.51	0.65	0.65	0.69	0.22
d, Delay for Lane Group [s/veh]	57.66	5.69	3.68	64.46	8.48	9.66	55.69	48.99
Lane Group LOS	E	A	A	E	A	A	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.58	3.61	0.14	0.93	8.78	9.68	4.87	1.33
50th-Percentile Queue Length [ft/ln]	14.41	90.14	3.59	23.34	219.41	241.88	121.87	33.27
95th-Percentile Queue Length [veh/ln]	1.04	6.49	0.26	1.68	13.64	14.78	8.50	2.40
95th-Percentile Queue Length [ft/ln]	25.94	162.25	6.45	42.02	340.88	369.42	212.39	59.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.66	5.69	3.68	64.46	8.88	9.66	55.69	55.69	55.69	48.99	48.99	48.99
Movement LOS	E	A	A	E	A	A	E	E	E	D	D	D
d_A, Approach Delay [s/veh]	6.94			9.47			55.69			48.99		
Approach LOS	A			A			E			D		
d_I, Intersection Delay [s/veh]	10.65											
Intersection LOS	B											
Intersection V/C	0.662											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	3.501	3.501	2.018	1.770
Crosswalk LOS	D	D	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1067	1067	633	633
d_b, Bicycle Delay [s]	13.06	13.06	28.01	28.01
I_b,int, Bicycle LOS Score for Intersection	2.405	3.019	1.817	1.637
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1549	2638	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1549	2638	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	387	660	0	0	0
Total Analysis Volume [veh/h]	0	1549	2638	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	33.46
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		33.46	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	36.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.166

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	1160	2498	22	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1160	2498	22	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	290	625	6	0	6
Total Analysis Volume [veh/h]	0	1160	2498	22	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.17
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	36.04
Movement LOS		A	A	A		E
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.57
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	14.34
d_A, Approach Delay [s/veh]	0.00		0.00		36.04	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	38.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.181

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	1160	2496	81	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1160	2496	81	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	290	624	20	0	6
Total Analysis Volume [veh/h]	0	1160	2496	81	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.18
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	38.03
Movement LOS		A	A	A		E
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.63
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	15.83
d_A, Approach Delay [s/veh]	0.00		0.00		38.03	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	148.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.041

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	149	2467	13	0	1535
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	149	2467	13	0	1535
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	37	617	3	0	384
Total Analysis Volume [veh/h]	0	149	2467	13	0	1535
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.04	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	148.40	0.00	0.00	0.00	0.00
Movement LOS		F	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	7.85	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	196.32	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	148.40		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	5.31					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	57.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	90	2390	6	0	1535
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	90	2390	6	0	1535
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	598	2	0	384
Total Analysis Volume [veh/h]	0	90	2390	6	0	1535
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.59	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	57.75	0.00	0.00	0.00	0.00
Movement LOS		F	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	3.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	77.18	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	57.75		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.29					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	325	2	0	434	0	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	325	2	0	434	0	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	1	0	109	0	9
Total Analysis Volume [veh/h]	325	2	0	434	0	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.42
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	3.40
d_A, Approach Delay [s/veh]	0.00		0.00		9.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	280	3	0	383	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	280	3	0	383	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	1	0	96	0	1
Total Analysis Volume [veh/h]	280	3	0	383	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.10
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.17
d_A, Approach Delay [s/veh]	0.00		0.00		9.10	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	248	8	0	363	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	8	0	363	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	2	0	91	0	3
Total Analysis Volume [veh/h]	248	8	0	363	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.06
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.93
d_A, Approach Delay [s/veh]	0.00		0.00		9.06	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	360	2	0	434	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	2	0	434	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	1	0	109	0	3
Total Analysis Volume [veh/h]	360	2	0	434	0	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.40
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.19
d_A, Approach Delay [s/veh]	0.00		0.00		9.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱						↰ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	0	255	1	3	346	8	0	0	0	8	0	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	255	1	3	346	8	0	0	0	8	0	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	64	0	1	87	2	0	0	0	2	0	3
Total Analysis Volume [veh/h]	0	255	1	3	346	8	0	0	0	8	0	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	8.00	0.00	0.00	7.76	0.00	0.00	0.00	0.00	0.00	12.26	13.97	9.06
Movement LOS	A	A	A	A	A	A				B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.05	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	1.21	1.02	1.02
d_A, Approach Delay [s/veh]	0.00			0.07			0.00			10.34		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	0.36											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.207

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	506	2226	244	178	1280	156	179	774	198	137	1054	289
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	506	2226	244	178	1280	156	179	774	198	137	1054	289
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	127	557	61	45	320	39	45	194	50	34	264	72
Total Analysis Volume [veh/h]	506	2226	244	178	1280	156	179	774	198	137	1054	289
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.51	0.51	0.11	0.30	0.30	0.11	0.23	0.12	0.09	0.42	0.42
Intersection LOS	F											
Intersection V/C	1.207											

Intersection Level Of Service Report
Intersection 2: Bear St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.743

Intersection Setup

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↰↰↱		↑↑↱		↰↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Bear St		Segerstrom Ave		Segerstrom Ave	
Base Volume Input [veh/h]	884	308	863	195	260	1425
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	884	308	863	195	260	1425
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	221	77	216	49	65	356
Total Analysis Volume [veh/h]	884	308	863	195	260	1425
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	ProtPerm	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.19	0.25	0.12	0.16	0.42
Intersection LOS	C					
Intersection V/C	0.743					

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.351

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	282	2669	298	132	1146	224	254	876	78	150	1340	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	282	2669	298	132	1146	224	254	876	78	150	1340	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	667	75	33	287	56	64	219	20	38	335	19
Total Analysis Volume [veh/h]	282	2669	298	132	1146	224	254	876	78	150	1340	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.62	0.62	0.08	0.29	0.29	0.16	0.30	0.30	0.09	0.44	0.44
Intersection LOS	F											
Intersection V/C	1.351											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.197

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱			↰ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	139	1047	132	246	468	128	191	974	101	109	1514	102
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	1047	132	246	468	128	191	974	101	109	1514	102
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	262	33	62	117	32	48	244	25	27	379	26
Total Analysis Volume [veh/h]	139	1047	132	246	468	128	191	974	101	109	1514	102
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.37	0.37	0.15	0.19	0.19	0.12	0.34	0.34	0.07	0.51	0.51
Intersection LOS	F											
Intersection V/C	1.197											

Intersection Level Of Service Report

Intersection 5: Main St at Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.217

Intersection Setup

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Dyer Rd			Dyer Rd		
Base Volume Input [veh/h]	443	1690	477	173	655	143	227	823	224	163	1427	280
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	443	1690	477	173	655	143	227	823	224	163	1427	280
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	111	423	119	43	164	36	57	206	56	41	357	70
Total Analysis Volume [veh/h]	443	1690	477	173	655	143	227	823	224	163	1427	280
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.50	0.30	0.11	0.17	0.17	0.14	0.24	0.14	0.10	0.42	0.18
Intersection LOS	F											
Intersection V/C	1.217											

Intersection Level Of Service Report
Intersection 6: Fairview St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.014

Intersection Setup

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	294	2077	111	219	1219	108	339	919	298	217	1701	291
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	294	2077	111	219	1219	108	339	919	298	217	1701	291
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	519	28	55	305	27	85	230	75	54	425	73
Total Analysis Volume [veh/h]	294	2077	111	219	1219	108	339	919	298	217	1701	291
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.46	0.46	0.07	0.24	0.07	0.11	0.18	0.19	0.07	0.33	0.18
Intersection LOS	F											
Intersection V/C	1.014											

Intersection Level Of Service Report
Intersection 7: Bear St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.085

Intersection Setup

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	389	1247	292	142	326	99	118	1157	107	112	2079	349
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	389	1247	292	142	326	99	118	1157	107	112	2079	349
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	312	73	36	82	25	30	289	27	28	520	87
Total Analysis Volume [veh/h]	389	1247	292	142	326	99	118	1157	107	112	2079	349
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.37	0.18	0.09	0.10	0.06	0.07	0.26	0.26	0.07	0.51	0.51
Intersection LOS	F											
Intersection V/C	1.085											

Intersection Level Of Service Report
Intersection 8: South Plaza Drive at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑↱			↰ ↑ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	358	63	286	35	22	48	43	1537	187	134	1941	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	358	63	286	35	22	48	43	1537	187	134	1941	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	16	72	9	6	12	11	384	47	34	485	14
Total Analysis Volume [veh/h]	358	63	286	35	22	48	43	1537	187	134	1941	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.04	0.18	0.02	0.04	0.04	0.03	0.36	0.36	0.08	0.42	0.42
Intersection LOS	C											
Intersection V/C	0.761											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.013

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	418	1849	377	274	1124	162	455	1091	217	454	1901	375
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	418	1849	377	274	1124	162	455	1091	217	454	1901	375
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	462	94	69	281	41	114	273	54	114	475	94
Total Analysis Volume [veh/h]	418	1849	377	274	1124	162	455	1091	217	454	1901	375
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.36	0.24	0.09	0.27	0.27	0.14	0.21	0.14	0.14	0.37	0.23
Intersection LOS	F											
Intersection V/C	1.013											

Intersection Level Of Service Report

Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.178

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	161	801	91	147	285	242	268	1382	77	85	2575	256
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	161	801	91	147	285	242	268	1382	77	85	2575	256
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	200	23	37	71	61	67	346	19	21	644	64
Total Analysis Volume [veh/h]	161	801	91	147	285	242	268	1382	77	85	2575	256
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.28	0.28	0.09	0.16	0.16	0.17	0.30	0.30	0.05	0.59	0.59
Intersection LOS	F											
Intersection V/C	1.178											

Intersection Level Of Service Report
Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.963

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	590	1450	404	343	484	336	360	921	71	260	2069	553
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	590	1450	404	343	484	336	360	921	71	260	2069	553
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	148	363	101	86	121	84	90	230	18	65	517	138
Total Analysis Volume [veh/h]	590	1450	404	343	484	336	360	921	71	260	2069	553
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.28	0.25	0.11	0.09	0.21	0.11	0.18	0.04	0.08	0.41	0.35
Intersection LOS	E											
Intersection V/C	0.963											

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	SR-55 SB Ramps			SR-55 SB Ramps			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	353	0	996	0	1605	1281	0	1960	738
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	353	0	996	0	1605	1281	0	1960	738
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	88	0	249	0	401	320	0	490	185
Total Analysis Volume [veh/h]	0	0	0	353	0	996	0	1605	1281	0	1960	738
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.11	0.00	0.31	0.00	0.31	0.00	0.00	0.38	0.00
Intersection LOS	C											
Intersection V/C	0.746											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.268

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	489	15	79	139	17	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	489	15	79	139	17	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	4	20	35	4	16
Total Analysis Volume [veh/h]	489	15	79	139	17	64
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.16	0.05	0.04	0.01	0.04
Intersection LOS	A					
Intersection V/C	0.268					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	188	2487	97	245	1526	112	116	0	113	94	0	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	2487	97	245	1526	112	116	0	113	94	0	139
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	622	24	61	382	28	29	0	28	24	0	35
Total Analysis Volume [veh/h]	188	2487	97	245	1526	112	116	0	113	94	0	139
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.49	0.06	0.08	0.34	0.34	0.07	0.00	0.07	0.06	0.00	0.09
Intersection LOS	C											
Intersection V/C	0.774											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.874

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	246	2224	498	175	1486	110	280	586	122	357	832	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	2224	498	175	1486	110	280	586	122	357	832	210
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	556	125	44	372	28	70	147	31	89	208	53
Total Analysis Volume [veh/h]	246	2224	498	175	1486	110	280	586	122	357	832	210
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.44	0.31	0.05	0.33	0.33	0.09	0.22	0.22	0.11	0.24	0.13
Intersection LOS	D											
Intersection V/C	0.874											

Intersection Level Of Service Report

Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.889

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	274	1519	770	97	481	48	176	702	189	470	1074	400
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	274	1519	770	97	481	48	176	702	189	470	1074	400
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	380	193	24	120	12	44	176	47	118	269	100
Total Analysis Volume [veh/h]	274	1519	770	97	481	48	176	702	189	470	1074	400
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.45	0.00	0.03	0.11	0.11	0.06	0.19	0.19	0.15	0.31	0.31
Intersection LOS	D											
Intersection V/C	0.889											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	61	77	171	291	27	188	205	1266	59	142	1620	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	77	171	291	27	188	205	1266	59	142	1620	196
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	19	43	73	7	47	51	317	15	36	405	49
Total Analysis Volume [veh/h]	61	77	171	291	27	188	205	1266	59	142	1620	196
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.16	0.16	0.18	0.02	0.12	0.06	0.25	0.04	0.04	0.38	0.38
Intersection LOS	D											
Intersection V/C	0.829											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↱			↰ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	165	90	0	64	70	1577	60	117	1819	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	165	90	0	64	70	1577	60	117	1819	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	41	23	0	16	18	394	15	29	455	22
Total Analysis Volume [veh/h]	110	0	165	90	0	64	70	1577	60	117	1819	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.10	0.06	0.00	0.04	0.04	0.34	0.34	0.07	0.40	0.40
Intersection LOS	B											
Intersection V/C	0.651											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.915

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	893	1865	272	231	1056	281	412	797	464	322	1276	401
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	893	1865	272	231	1056	281	412	797	464	322	1276	401
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	223	466	68	58	264	70	103	199	116	81	319	100
Total Analysis Volume [veh/h]	893	1865	272	231	1056	281	412	797	464	322	1276	401
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.37	0.17	0.07	0.21	0.18	0.13	0.20	0.20	0.10	0.25	0.25
Intersection LOS	E											
Intersection V/C	0.915											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	84	414	83	70	106	204	286	887	101	90	1004	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	414	83	70	106	204	286	887	101	90	1004	138
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	104	21	18	27	51	72	222	25	23	251	35
Total Analysis Volume [veh/h]	84	414	83	70	106	204	286	887	101	90	1004	138
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.05	0.04	0.10	0.10	0.09	0.21	0.21	0.03	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.543											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	946	1253	0	9	295	394	693	0	604	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	946	1253	0	9	295	394	693	0	604	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	237	313	0	2	74	99	173	0	151	0	0	0
Total Analysis Volume [veh/h]	946	1253	0	9	295	394	693	0	604	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.26	0.00	0.01	0.09	0.25	0.22	0.00	0.00	0.00	0.00	0.00
Intersection LOS	D											
Intersection V/C	0.808											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	29.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.292

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	60	0	1802	1957	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	60	0	1802	1957	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	0	451	489	14
Total Analysis Volume [veh/h]	0	60	0	1802	1957	55
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.29	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	29.58	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	1.16	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	29.06	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	29.58		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	23.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1727	1979	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1727	1979	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	432	495	3
Total Analysis Volume [veh/h]	0	10	0	1727	1979	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	23.09	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.15	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.75	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.09		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2748	86	36	1727	99	79	0	69	22	0	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2748	86	36	1727	99	79	0	69	22	0	140
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	687	22	9	432	25	20	0	17	6	0	35
Total Analysis Volume [veh/h]	91	2748	86	36	1727	99	79	0	69	22	0	140
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.54	0.05	0.02	0.38	0.38	0.05	0.00	0.09	0.01	0.00	0.10
Intersection LOS	C											
Intersection V/C	0.762											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2829	1840	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2829	1840	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	707	460	0	0	0
Total Analysis Volume [veh/h]	0	2829	1840	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	20.35
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		20.35	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	22.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.084

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	2760	1837	56	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2760	1837	56	0	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	690	459	14	0	5
Total Analysis Volume [veh/h]	0	2760	1837	56	0	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	22.46
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.27
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.84
d_A, Approach Delay [s/veh]	0.00		0.00		22.46	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	25.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.086

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	2760	1876	194	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2760	1876	194	0	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	690	469	49	0	4
Total Analysis Volume [veh/h]	0	2760	1876	194	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	25.04
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.28
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	7.01
d_A, Approach Delay [s/veh]	0.00		0.00		25.04	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	31.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	103	1788	36	0	2435
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	103	1788	36	0	2435
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	26	447	9	0	609
Total Analysis Volume [veh/h]	0	103	1788	36	0	2435
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.43	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	31.31	0.00	0.00	0.00	0.00
Movement LOS		D	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	2.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	51.24	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.31		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.74					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	23.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.205

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	50	1772	14	0	2435
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	50	1772	14	0	2435
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	443	4	0	609
Total Analysis Volume [veh/h]	0	50	1772	14	0	2435
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	23.48	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.75	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	18.72	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.48		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	835	5	0	409	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	835	5	0	409	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	209	1	0	102	0	6
Total Analysis Volume [veh/h]	835	5	0	409	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.45
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	3.22
d_A, Approach Delay [s/veh]	0.00		0.00		11.45	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	722	8	0	302	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	722	8	0	302	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	2	0	76	0	2
Total Analysis Volume [veh/h]	722	8	0	302	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.76
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.84
d_A, Approach Delay [s/veh]	0.00		0.00		10.76	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	595	19	0	275	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	595	19	0	275	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	149	5	0	69	0	1
Total Analysis Volume [veh/h]	595	19	0	275	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.26
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.55
d_A, Approach Delay [s/veh]	0.00		0.00		10.26	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	855	5	0	409	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	855	5	0	409	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	214	1	0	102	0	2
Total Analysis Volume [veh/h]	855	5	0	409	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.37
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.06
d_A, Approach Delay [s/veh]	0.00		0.00		11.37	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↱			↰ ↑ ↱						↰ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	26	666	5	8	237	23	0	0	0	7	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	666	5	8	237	23	0	0	0	7	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	167	1	2	59	6	0	0	0	2	0	1
Total Analysis Volume [veh/h]	26	666	5	8	237	23	0	0	0	7	0	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	7.82	0.00	0.00	8.97	0.00	0.00	0.00	0.00	0.00	20.15	20.30	10.49
Movement LOS	A	A	A	A	A	A				C	C	B
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.09	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.53	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.00	2.20	0.57	0.57
d_A, Approach Delay [s/veh]	0.29			0.27			0.00			16.13		
Approach LOS	A			A			A			C		
d_I, Intersection Delay [s/veh]	0.48											
Intersection LOS	C											

Intersection Level Of Service Report

Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Two-way stop	Delay (sec / veh):	508.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.103

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	╋			╋			┓┃┣			┓┃┣		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	32	2	26	15	2	74	109	784	61	48	1365	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	2	26	15	2	74	109	784	61	48	1365	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	7	4	1	19	27	196	15	12	341	11
Total Analysis Volume [veh/h]	32	2	26	15	2	74	109	784	61	48	1365	45
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.21	0.10	0.04	0.78	0.10	0.20	0.23	0.01	0.00	0.06	0.01	0.00
d_M, Delay for Movement [s/veh]	459.20	508.13	329.20	357.45	356.75	178.89	14.70	0.00	0.00	9.87	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	5.84	5.84	5.84	6.29	6.29	6.29	0.87	0.00	0.00	0.19	0.00	0.00
95th-Percentile Queue Length [ft/ln]	145.88	145.88	145.88	157.35	157.35	157.35	21.65	0.00	0.00	4.86	0.00	0.00
d_A, Approach Delay [s/veh]	404.50			212.23			1.68			0.32		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	17.81											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	12.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.255

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↰ ↑ ↑		↰ ↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	489	15	79	139	17	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	489	15	79	139	17	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	4	20	35	4	16
Total Analysis Volume [veh/h]	489	15	79	139	17	64
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	6	10	6	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	22	0	39	61	29	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	7	0
Pedestrian Clearance [s]	11	0	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	67	67	5	77	5	5
g / C, Green / Cycle	0.75	0.75	0.06	0.85	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.13	0.14	0.04	0.04	0.01	0.04
s, saturation flow rate [veh/h]	1870	1851	1781	3186	1781	1589
c, Capacity [veh/h]	1400	1385	105	2715	105	94
d1, Uniform Delay [s]	3.29	3.29	41.70	1.03	40.25	41.54
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	0.29	10.15	0.04	0.71	8.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.18	0.75	0.05	0.16	0.68
d, Delay for Lane Group [s/veh]	3.57	3.58	51.85	1.06	40.97	49.97
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.96	0.96	1.97	0.04	0.38	1.61
50th-Percentile Queue Length [ft/ln]	24.03	24.10	49.17	0.97	9.48	40.31
95th-Percentile Queue Length [veh/ln]	1.73	1.74	3.54	0.07	0.68	2.90
95th-Percentile Queue Length [ft/ln]	43.25	43.38	88.51	1.74	17.07	72.56

Movement, Approach, & Intersection Results

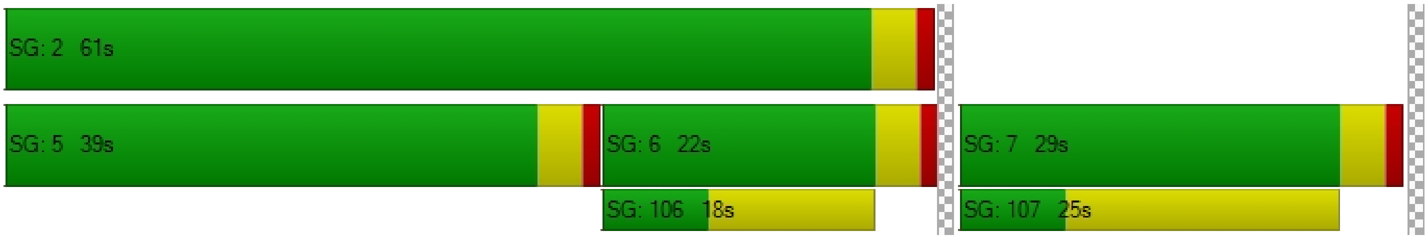
d_M, Delay for Movement [s/veh]	3.58	3.58	51.85	1.06	40.97	49.97
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	3.58		19.47		48.08	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	12.38					
Intersection LOS	B					
Intersection V/C	0.255					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.500	1.987
Crosswalk LOS	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	1266	555
d_b, Bicycle Delay [s]	28.81	6.06	23.48
I_b,int, Bicycle LOS Score for Intersection	1.975	1.739	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	34.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.835

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	188	2487	97	245	1526	112	116	0	113	94	0	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	2487	97	245	1526	112	116	0	113	94	0	139
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	622	24	61	382	28	29	0	28	24	0	35
Total Analysis Volume [veh/h]	188	2487	97	245	1526	112	116	0	113	94	0	139
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	10	0	6	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	12	65	0	13	66	0	0	42	0	0	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	67	67	9	68	68	32	32	32	32
g / C, Green / Cycle	0.07	0.56	0.56	0.08	0.56	0.56	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.05	0.55	0.06	0.07	0.30	0.31	0.13	0.07	0.07	0.09
s, saturation flow rate [veh/h]	3459	4558	1589	3459	3560	1805	859	1589	1279	1589
c, Capacity [veh/h]	231	2534	884	259	2009	1019	291	428	175	428
d1, Uniform Delay [s]	55.27	26.04	12.60	55.25	16.39	16.41	43.93	34.51	53.64	35.13
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.88	14.03	0.25	15.68	1.05	2.07	0.88	0.33	2.55	0.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.98	0.11	0.94	0.54	0.54	0.40	0.26	0.54	0.33
d, Delay for Lane Group [s/veh]	62.15	40.07	12.85	70.93	17.44	18.48	44.81	34.84	56.18	35.57
Lane Group LOS	E	D	B	E	B	B	D	C	E	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	3.03	25.07	1.29	4.25	9.40	9.86	3.17	2.65	2.91	3.32
50th-Percentile Queue Length [ft/ln]	75.65	626.87	32.37	106.24	235.02	246.54	79.34	66.23	72.67	83.02
95th-Percentile Queue Length [veh/ln]	5.45	33.29	2.33	7.63	14.43	15.01	5.71	4.77	5.23	5.98
95th-Percentile Queue Length [ft/ln]	136.18	832.18	58.27	190.76	360.72	375.29	142.81	119.22	130.80	149.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	62.15	40.07	12.85	70.93	17.74	18.48	44.81	44.81	34.84	56.18	35.57	35.57
Movement LOS	E	D	B	E	B	B	D	D	C	E	D	D
d_A, Approach Delay [s/veh]	40.61			24.70			39.89			43.88		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	34.87											
Intersection LOS	C											
Intersection V/C	0.835											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	3.485	3.468	2.274	2.285
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1017	1033	633	633
d_b, Bicycle Delay [s]	14.50	14.02	28.02	28.02
I_b,int, Bicycle LOS Score for Intersection	3.084	2.595	1.937	1.944
Bicycle LOS	C	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	17.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↱			↰ ↱			↰ ↑ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	165	90	0	64	70	1577	60	117	1819	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	165	90	0	64	70	1577	60	117	1819	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	41	23	0	16	18	394	15	29	455	22
Total Analysis Volume [veh/h]	110	0	165	90	0	64	70	1577	60	117	1819	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	6	10	0	6	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	39	0	0	39	0	10	22	0	29	41	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	24	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	19	19	19	5	51	51	8	54	54
g / C, Green / Cycle	0.21	0.21	0.21	0.21	0.06	0.57	0.57	0.08	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.08	0.10	0.07	0.04	0.04	0.30	0.30	0.07	0.40	0.40
s, saturation flow rate [veh/h]	1338	1589	1220	1589	1781	3560	1835	1781	3186	1634
c, Capacity [veh/h]	285	341	195	341	99	2021	1042	150	1900	975
d1, Uniform Delay [s]	35.15	30.96	39.84	28.91	41.80	12.07	12.08	40.40	12.12	12.15
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.85	1.06	1.69	0.26	9.03	1.02	1.97	8.48	1.84	3.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.48	0.46	0.19	0.71	0.53	0.53	0.78	0.66	0.67
d, Delay for Lane Group [s/veh]	36.00	32.03	41.53	29.18	50.83	13.09	14.04	48.88	13.96	15.73
Lane Group LOS	D	C	D	C	D	B	B	D	B	B
Critical Lane Group	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.29	3.23	2.03	1.16	1.73	6.06	6.53	2.80	7.50	8.20
50th-Percentile Queue Length [ft/ln]	57.20	80.71	50.86	28.95	43.13	151.57	163.22	70.07	187.46	205.12
95th-Percentile Queue Length [veh/ln]	4.12	5.81	3.66	2.08	3.11	10.10	10.72	5.04	11.99	12.90
95th-Percentile Queue Length [ft/ln]	102.95	145.28	91.55	52.10	77.63	252.52	267.99	126.12	299.73	322.57

Movement, Approach, & Intersection Results

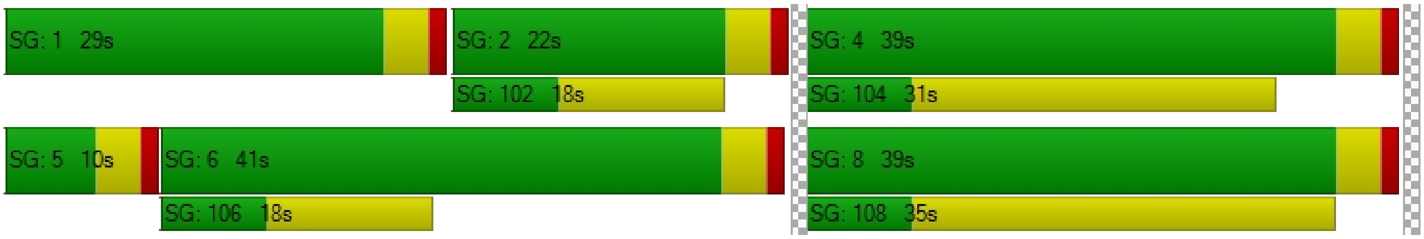
d_M, Delay for Movement [s/veh]	36.00	32.03	32.03	41.53	29.18	29.18	50.83	13.39	14.04	48.88	14.50	15.73
Movement LOS	D	C	C	D	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	33.62			36.40			14.95			16.54		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	17.75											
Intersection LOS	B											
Intersection V/C	0.623											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	2.062	2.024	3.437	3.438
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	778	400	822
d_b, Bicycle Delay [s]	16.81	16.81	28.80	15.61
I_b,int, Bicycle LOS Score for Intersection	2.013	1.814	2.498	2.673
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	29.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.292

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	60	0	1802	1957	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	60	0	1802	1957	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	0	451	489	14
Total Analysis Volume [veh/h]	0	60	0	1802	1957	55
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.29	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	29.58	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	1.16	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	29.06	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	29.58		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	23.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1727	1979	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1727	1979	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	432	495	3
Total Analysis Volume [veh/h]	0	10	0	1727	1979	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	23.09	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.15	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.75	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.09		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.836

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑⊢			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2748	86	36	1727	99	79	0	69	22	0	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2748	86	36	1727	99	79	0	69	22	0	140
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	687	22	9	432	25	20	0	17	6	0	35
Total Analysis Volume [veh/h]	91	2748	86	36	1727	99	79	0	69	22	0	140
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	10	0	6	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	68	0	10	68	0	0	42	0	0	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	11	0	0	31	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	86	86	4	84	84	18	18
g / C, Green / Cycle	0.05	0.72	0.72	0.04	0.70	0.70	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.03	0.60	0.05	0.02	0.34	0.34	0.13	0.10
s, saturation flow rate [veh/h]	3459	4558	1589	1781	3560	1819	1144	1675
c, Capacity [veh/h]	166	3258	1136	63	2500	1277	217	285
d1, Uniform Delay [s]	55.83	12.28	5.15	56.97	8.05	8.06	49.92	48.13
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.81	2.86	0.13	7.94	0.67	1.31	3.73	1.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.84	0.08	0.57	0.48	0.48	0.68	0.57
d, Delay for Lane Group [s/veh]	58.64	15.13	5.28	64.91	8.72	9.37	53.65	49.92
Lane Group LOS	E	B	A	E	A	A	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.39	15.06	0.60	1.20	6.24	6.63	4.63	4.75
50th-Percentile Queue Length [ft/ln]	34.79	376.54	15.01	29.94	156.09	165.65	115.63	118.86
95th-Percentile Queue Length [veh/ln]	2.51	21.43	1.08	2.16	10.34	10.85	8.15	8.33
95th-Percentile Queue Length [ft/ln]	62.63	535.65	27.02	53.90	258.53	271.19	203.80	208.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.64	15.13	5.28	64.91	8.91	9.37	53.65	53.65	53.65	49.92	49.92	49.92
Movement LOS	E	B	A	E	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	16.20			10.02			53.65			49.92		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	16.10											
Intersection LOS	B											
Intersection V/C	0.836											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	3.579	3.617	2.046	1.844
Crosswalk LOS	D	D	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1067	1067	633	633
d_b, Bicycle Delay [s]	13.06	13.06	28.01	28.01
I_b,int, Bicycle LOS Score for Intersection	3.168	2.584	1.804	1.827
Bicycle LOS	C	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2829	1840	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2829	1840	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	707	460	0	0	0
Total Analysis Volume [veh/h]	0	2829	1840	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	20.35
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		20.35	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 43: Bristol St at Driveway E

Control Type:	Two-way stop	Delay (sec / veh):	22.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.084

Intersection Setup

Name	Bristol St		Bristol St		Driveway E	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway E	
Base Volume Input [veh/h]	0	2760	1837	56	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2760	1837	56	0	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	690	459	14	0	5
Total Analysis Volume [veh/h]	0	2760	1837	56	0	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	22.46
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.27
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.84
d_A, Approach Delay [s/veh]	0.00		0.00		22.46	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 44: Bristol St at Driveway F

Control Type:	Two-way stop	Delay (sec / veh):	25.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.086

Intersection Setup

Name	Bristol St		Bristol St		Driveway F	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway F	
Base Volume Input [veh/h]	0	2760	1876	194	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2760	1876	194	0	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	690	469	49	0	4
Total Analysis Volume [veh/h]	0	2760	1876	194	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	25.04
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.28
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	7.01
d_A, Approach Delay [s/veh]	0.00		0.00		25.04	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 45: Driveway G at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	31.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway G		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	103	1788	36	0	2435
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	103	1788	36	0	2435
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	26	447	9	0	609
Total Analysis Volume [veh/h]	0	103	1788	36	0	2435
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.43	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	31.31	0.00	0.00	0.00	0.00
Movement LOS		D	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	2.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	51.24	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.31		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.74					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 46: Driveway H at MacArthur Blvd

Control Type:	Two-way stop	Delay (sec / veh):	23.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.205

Intersection Setup

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↱		↑↑↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway H		MacArthur Blvd		MacArthur Blvd	
Base Volume Input [veh/h]	0	50	1772	14	0	2435
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	50	1772	14	0	2435
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	443	4	0	609
Total Analysis Volume [veh/h]	0	50	1772	14	0	2435
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	23.48	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.75	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	18.72	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.48		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 47: South Plaza Dr at Driveway I

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway I	
Base Volume Input [veh/h]	835	5	0	409	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	835	5	0	409	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	209	1	0	102	0	6
Total Analysis Volume [veh/h]	835	5	0	409	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.45
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	3.22
d_A, Approach Delay [s/veh]	0.00		0.00		11.45	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 48: South Plaza Dr at Driveway J

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway J	
Base Volume Input [veh/h]	722	8	0	302	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	722	8	0	302	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	2	0	76	0	2
Total Analysis Volume [veh/h]	722	8	0	302	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.76
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.84
d_A, Approach Delay [s/veh]	0.00		0.00		10.76	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	595	19	0	275	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	595	19	0	275	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	149	5	0	69	0	1
Total Analysis Volume [veh/h]	595	19	0	275	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.26
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.55
d_A, Approach Delay [s/veh]	0.00		0.00		10.26	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 50: South Plaza Dr at Driveway L

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway L	
Base Volume Input [veh/h]	855	5	0	409	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	855	5	0	409	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	214	1	0	102	0	2
Total Analysis Volume [veh/h]	855	5	0	409	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.37
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.06
d_A, Approach Delay [s/veh]	0.00		0.00		11.37	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 51: South Plaza Dr at Driveway M

Control Type:	Two-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱						↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	South Plaza Dr			South Plaza Dr			Versailles Dwy			Driveway M		
Base Volume Input [veh/h]	26	666	5	8	237	23	0	0	0	7	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	666	5	8	237	23	0	0	0	7	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	167	1	2	59	6	0	0	0	2	0	1
Total Analysis Volume [veh/h]	26	666	5	8	237	23	0	0	0	7	0	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	7.82	0.00	0.00	8.97	0.00	0.00	0.00	0.00	0.00	20.15	20.30	10.49
Movement LOS	A	A	A	A	A	A				C	C	B
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.09	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.53	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.00	2.20	0.57	0.57
d_A, Approach Delay [s/veh]	0.29			0.27			0.00			16.13		
Approach LOS	A			A			A			C		
d_I, Intersection Delay [s/veh]	0.48											
Intersection LOS	C											

APPENDIX D-XXXII

CITY OF COSTA MESA/IRVINE YEAR 2045 BUILDOUT PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.833

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	227	1321	221	249	2157	171	65	401	79	405	368	154
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	1321	221	249	2157	171	65	401	79	405	368	154
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	330	55	62	539	43	16	100	20	101	92	39
Total Analysis Volume [veh/h]	227	1321	221	249	2157	171	65	401	79	405	368	154
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.28	0.14	0.08	0.49	0.49	0.02	0.15	0.15	0.13	0.12	0.10
Intersection LOS	D											
Intersection V/C	0.833											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	50	365	284	254	880	67	65	824	251	296	467	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	365	284	254	880	67	65	824	251	296	467	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	91	71	64	220	17	16	206	63	74	117	21
Total Analysis Volume [veh/h]	50	365	284	254	880	67	65	824	251	296	467	85
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.00	0.08	0.20	0.20	0.02	0.22	0.22	0.09	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.529											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰↰ ↑↑↑ ↱			↰↰ ↑↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	5	9	14	323	14	110	113	1389	34	64	784	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	9	14	323	14	110	113	1389	34	64	784	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	4	81	4	28	28	347	9	16	196	35
Total Analysis Volume [veh/h]	5	9	14	323	14	110	113	1389	34	64	784	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.20	0.01	0.07	0.04	0.29	0.02	0.02	0.19	0.19
Intersection LOS	A											
Intersection V/C	0.526											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.410

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	14	68	0	37	35	1492	34	65	949	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	14	68	0	37	35	1492	34	65	949	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	4	17	0	9	9	373	9	16	237	12
Total Analysis Volume [veh/h]	10	0	14	68	0	37	35	1492	34	65	949	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.04	0.00	0.02	0.02	0.32	0.32	0.04	0.21	0.21
Intersection LOS	A											
Intersection V/C	0.410											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.930

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	399	669	166	307	1987	198	193	1210	689	303	579	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	399	669	166	307	1987	198	193	1210	689	303	579	196
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	167	42	77	497	50	48	303	172	76	145	49
Total Analysis Volume [veh/h]	399	669	166	307	1987	198	193	1210	689	303	579	196
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.14	0.10	0.10	0.41	0.12	0.06	0.30	0.30	0.09	0.12	0.12
Intersection LOS	E											
Intersection V/C	0.930											

Intersection Level Of Service Report

Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	43	117	112	243	120	197	113	861	85	66	475	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	117	112	243	120	197	113	861	85	66	475	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	29	28	61	30	49	28	215	21	17	119	14
Total Analysis Volume [veh/h]	43	117	112	243	120	197	113	861	85	66	475	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.07	0.15	0.10	0.10	0.04	0.20	0.20	0.02	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.440											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.553

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↰↱↱			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	314	227	0	12	903	251	416	0	865	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	314	227	0	12	903	251	416	0	865	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	57	0	3	226	63	104	0	216	0	0	0
Total Analysis Volume [veh/h]	314	227	0	12	903	251	416	0	865	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.05	0.00	0.01	0.28	0.16	0.13	0.00	0.17	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.553											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	173	693	438	78	283	98	195	1433	240	117	346	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	173	693	438	78	283	98	195	1433	240	117	346	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	173	110	20	71	25	49	358	60	29	87	18
Total Analysis Volume [veh/h]	173	693	438	78	283	98	195	1433	240	117	346	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.20	0.26	0.02	0.11	0.11	0.06	0.33	0.33	0.03	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.693											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.850

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	224	1137	194	47	2507	176	56	122	232	306	264	297
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	1137	194	47	2507	176	56	122	232	306	264	297
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	284	49	12	627	44	14	31	58	77	66	74
Total Analysis Volume [veh/h]	224	1137	194	47	2507	176	56	122	232	306	264	297
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.24	0.12	0.01	0.56	0.56	0.04	0.07	0.07	0.10	0.08	0.19
Intersection LOS	D											
Intersection V/C	0.850											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	123	542	39	15	1274	49	82	40	230	4	6	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	542	39	15	1274	49	82	40	230	4	6	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	136	10	4	319	12	21	10	58	1	2	1
Total Analysis Volume [veh/h]	123	542	39	15	1274	49	82	40	230	4	6	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.11	0.02	0.00	0.28	0.28	0.03	0.03	0.14	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.459											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	66	1508	946	292	2958	26	12	91	9	366	160	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	1508	946	292	2958	26	12	91	9	366	160	138
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	377	237	73	740	7	3	23	2	92	40	35
Total Analysis Volume [veh/h]	66	1508	946	292	2958	26	12	91	9	366	160	138
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.24	0.00	0.09	0.46	0.02	0.01	0.06	0.01	0.08	0.10	0.09
Intersection LOS	B											
Intersection V/C	0.640											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.439

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	22	659	214	202	1270	6	15	27	37	219	8	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	659	214	202	1270	6	15	27	37	219	8	145
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	165	54	51	318	2	4	7	9	55	2	36
Total Analysis Volume [veh/h]	22	659	214	202	1270	6	15	27	37	219	8	145
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.18	0.13	0.27	0.27	0.01	0.04	0.04	0.07	0.07	0.09
Intersection LOS	A											
Intersection V/C	0.439											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	66	965	96	392	1563	141	201	258	162	126	103	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	965	96	392	1563	141	201	258	162	126	103	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	241	24	98	391	35	50	65	41	32	26	47
Total Analysis Volume [veh/h]	66	965	96	392	1563	141	201	258	162	126	103	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.22	0.22	0.12	0.36	0.36	0.13	0.26	0.26	0.08	0.06	0.12
Intersection LOS	C											
Intersection V/C	0.776											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	271	1417	711	253	1207	271	316	735	230	416	385	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	271	1417	711	253	1207	271	316	735	230	416	385	140
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	354	178	63	302	68	79	184	58	104	96	35
Total Analysis Volume [veh/h]	271	1417	711	253	1207	271	316	735	230	416	385	140
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.30	0.31	0.08	0.19	0.17	0.10	0.23	0.14	0.13	0.08	0.09
Intersection LOS	C											
Intersection V/C	0.753											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.757

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↱			↰↰ ↑ ↱↱			↰↰ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	114	153	41	257	291	537	597	1257	282	36	555	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	153	41	257	291	537	597	1257	282	36	555	123
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	38	10	64	73	134	149	314	71	9	139	31
Total Analysis Volume [veh/h]	114	153	41	257	291	537	597	1257	282	36	555	123
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.12	0.12	0.08	0.18	0.00	0.19	0.48	0.48	0.02	0.14	0.14
Intersection LOS	C											
Intersection V/C	0.757											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.781

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	45	449	265	659	1164	243	332	1191	84	266	445	331
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	449	265	659	1164	243	332	1191	84	266	445	331
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	112	66	165	291	61	83	298	21	67	111	83
Total Analysis Volume [veh/h]	45	449	265	659	1164	243	332	1191	84	266	445	331
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.09	0.08	0.21	0.24	0.05	0.10	0.40	0.40	0.08	0.14	0.21
Intersection LOS	C											
Intersection V/C	0.781											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	350	861	5	55	1088	523	0	0	0	2	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	350	861	5	55	1088	523	0	0	0	2	0	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	215	1	14	272	131	0	0	0	1	0	2
Total Analysis Volume [veh/h]	350	861	5	55	1088	523	0	0	0	2	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.18	0.18	0.03	0.34	0.34	0.00	0.00	0.00	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.450											

Intersection Level Of Service Report
Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	719	61	49	1059	0	402	69	659	70	0	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	719	61	49	1059	0	402	69	659	70	0	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	180	15	12	265	0	101	17	165	18	0	20
Total Analysis Volume [veh/h]	0	719	61	49	1059	0	402	69	659	70	0	80
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.16	0.03	0.22	0.00	0.13	0.15	0.41	0.04	0.00	0.05
Intersection LOS	B											
Intersection V/C	0.683											

Intersection Level Of Service Report
Intersection 16: Fairview Rd at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.866

Intersection Setup

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	246	2224	498	175	1486	110	280	586	122	357	832	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	2224	498	175	1486	110	280	586	122	357	832	210
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	556	125	44	372	28	70	147	31	89	208	53
Total Analysis Volume [veh/h]	246	2224	498	175	1486	110	280	586	122	357	832	210
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.46	0.31	0.05	0.33	0.33	0.09	0.22	0.22	0.11	0.26	0.13
Intersection LOS	D											
Intersection V/C	0.866											

Intersection Level Of Service Report
Intersection 17: Bear St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.867

Intersection Setup

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	274	1519	770	97	481	48	176	702	189	470	1074	400
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	274	1519	770	97	481	48	176	702	189	470	1074	400
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	380	193	24	120	12	44	176	47	118	269	100
Total Analysis Volume [veh/h]	274	1519	770	97	481	48	176	702	189	470	1074	400
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.47	0.00	0.03	0.11	0.11	0.06	0.19	0.19	0.15	0.31	0.31
Intersection LOS	D											
Intersection V/C	0.867											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	61	77	171	291	27	188	205	1266	59	142	1620	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	77	171	291	27	188	205	1266	59	142	1620	196
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	19	43	73	7	47	51	317	15	36	405	49
Total Analysis Volume [veh/h]	61	77	171	291	27	188	205	1266	59	142	1620	196
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.16	0.16	0.18	0.02	0.12	0.06	0.26	0.04	0.04	0.38	0.38
Intersection LOS	C											
Intersection V/C	0.779											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	110	0	165	90	0	64	70	1577	60	117	1819	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	0	165	90	0	64	70	1577	60	117	1819	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	41	23	0	16	18	394	15	29	455	22
Total Analysis Volume [veh/h]	110	0	165	90	0	64	70	1577	60	117	1819	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.10	0.06	0.00	0.04	0.04	0.34	0.34	0.07	0.40	0.40
Intersection LOS	B											
Intersection V/C	0.601											

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.894

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑⊢↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	893	1865	272	231	1056	281	412	797	464	322	1276	401
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	893	1865	272	231	1056	281	412	797	464	322	1276	401
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	223	466	68	58	264	70	103	199	116	81	319	100
Total Analysis Volume [veh/h]	893	1865	272	231	1056	281	412	797	464	322	1276	401
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.39	0.17	0.07	0.22	0.18	0.13	0.20	0.20	0.10	0.27	0.25
Intersection LOS	D											
Intersection V/C	0.894											

Intersection Level Of Service Report
Intersection 21: Flower St/Sakioka Dr at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

Intersection Setup

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sakioka Dr			Flower St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	84	414	83	70	106	204	286	887	101	90	1004	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	414	83	70	106	204	286	887	101	90	1004	138
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	104	21	18	27	51	72	222	25	23	251	35
Total Analysis Volume [veh/h]	84	414	83	70	106	204	286	887	101	90	1004	138
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.13	0.05	0.04	0.10	0.10	0.09	0.21	0.21	0.03	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.500											

Intersection Level Of Service Report
Intersection 22: Main St at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.758

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↱			↰ ↑ ↑ ↱			↰ ↰↑ ↱ ↱			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	946	1253	0	9	295	394	693	0	604	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	946	1253	0	9	295	394	693	0	604	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	237	313	0	2	74	99	173	0	151	0	0	0
Total Analysis Volume [veh/h]	946	1253	0	9	295	394	693	0	604	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.26	0.00	0.01	0.09	0.25	0.22	0.00	0.00	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.758											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.971

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	435	751	270	95	817	486	204	758	197	331	1702	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	435	751	270	95	817	486	204	758	197	331	1702	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	109	188	68	24	204	122	51	190	49	83	426	20
Total Analysis Volume [veh/h]	435	751	270	95	817	486	204	758	197	331	1702	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.22	0.16	0.03	0.38	0.38	0.06	0.19	0.19	0.10	0.35	0.35
Intersection LOS	E											
Intersection V/C	0.971											

Intersection Level Of Service Report
Intersection 24: Fairview Rd at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.003

Intersection Setup

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↱			↰↑↱↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	163	2295	305	102	1284	150	245	299	641	247	385	543
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	2295	305	102	1284	150	245	299	641	247	385	543
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	574	76	26	321	38	61	75	160	62	96	136
Total Analysis Volume [veh/h]	163	2295	305	102	1284	150	245	299	641	247	385	543
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.48	0.19	0.03	0.30	0.30	0.15	0.20	0.20	0.08	0.12	0.34
Intersection LOS	F											
Intersection V/C	1.003											

Intersection Level Of Service Report
Intersection 26: Bear St at South Coast Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑↱			↰ ↰ ↑ ↱			↰ ↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			South Coast Dr			South Coast Dr		
Base Volume Input [veh/h]	236	1841	59	68	949	201	336	140	371	90	61	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	1841	59	68	949	201	336	140	371	90	61	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	460	15	17	237	50	84	35	93	23	15	15
Total Analysis Volume [veh/h]	236	1841	59	68	949	201	336	140	371	90	61	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.38	0.04	0.02	0.24	0.24	0.11	0.09	0.23	0.03	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.665											

Intersection Level Of Service Report
Intersection 27: Bristol St at Anton Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.832

Intersection Setup

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Anton Blvd			Anton Blvd		
Base Volume Input [veh/h]	436	2784	1045	206	2260	86	96	99	185	1041	58	308
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	436	2784	1045	206	2260	86	96	99	185	1041	58	308
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	109	696	261	52	565	22	24	25	46	260	15	77
Total Analysis Volume [veh/h]	436	2784	1045	206	2260	86	96	99	185	1041	58	308
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.44	0.00	0.06	0.35	0.05	0.06	0.06	0.12	0.22	0.04	0.19
Intersection LOS	D											
Intersection V/C	0.832											

Intersection Level Of Service Report
Intersection 32: Bear St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↱			↰↰↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Bear St			Bear St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	40	1893	279	170	1291	19	8	9	43	222	19	324
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1893	279	170	1291	19	8	9	43	222	19	324
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	473	70	43	323	5	2	2	11	56	5	81
Total Analysis Volume [veh/h]	40	1893	279	170	1291	19	8	9	43	222	19	324
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.45	0.45	0.11	0.27	0.27	0.01	0.03	0.03	0.07	0.08	0.20
Intersection LOS	C											
Intersection V/C	0.794											

Intersection Level Of Service Report
Intersection 33: Bristol St at Paularino Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.984

Intersection Setup

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Paularino Ave			Paularino Ave		
Base Volume Input [veh/h]	134	1526	125	290	1706	144	283	239	69	281	280	516
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	1526	125	290	1706	144	283	239	69	281	280	516
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	382	31	73	427	36	71	60	17	70	70	129
Total Analysis Volume [veh/h]	134	1526	125	290	1706	144	283	239	69	281	280	516
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.34	0.34	0.09	0.39	0.39	0.18	0.19	0.19	0.18	0.18	0.32
Intersection LOS	E											
Intersection V/C	0.984											

Intersection Level Of Service Report
Intersection 34: Fairview Rd at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.003

Intersection Setup

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↑↱			↰↰↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			Baker St			Baker St		
Base Volume Input [veh/h]	382	2248	461	301	1365	410	354	599	231	811	1187	202
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	382	2248	461	301	1365	410	354	599	231	811	1187	202
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	562	115	75	341	103	89	150	58	203	297	51
Total Analysis Volume [veh/h]	382	2248	461	301	1365	410	354	599	231	811	1187	202
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.47	0.03	0.09	0.21	0.26	0.11	0.19	0.14	0.25	0.25	0.13
Intersection LOS	F											
Intersection V/C	1.003											

Intersection Level Of Service Report
Intersection 35: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.868

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↰ ↑ ↱ ↱			↰ ↰ ↑ ↑↱			↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	277	285	26	195	278	844	474	755	168	15	1487	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	277	285	26	195	278	844	474	755	168	15	1487	304
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	71	7	49	70	211	119	189	42	4	372	76
Total Analysis Volume [veh/h]	277	285	26	195	278	844	474	755	168	15	1487	304
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.19	0.19	0.06	0.17	0.12	0.15	0.29	0.29	0.01	0.37	0.37
Intersection LOS	D											
Intersection V/C	0.868											

Intersection Level Of Service Report
Intersection 36: Bristol St at Baker St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.896

Intersection Setup

Name	Bristol St			Bristol St			Baker St			Baker St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Baker St			Baker St		
Base Volume Input [veh/h]	228	984	288	569	858	570	340	554	98	354	1303	505
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	228	984	288	569	858	570	340	554	98	354	1303	505
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	246	72	142	215	143	85	139	25	89	326	126
Total Analysis Volume [veh/h]	228	984	288	569	858	570	340	554	98	354	1303	505
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.21	0.07	0.18	0.18	0.25	0.11	0.20	0.20	0.11	0.41	0.32
Intersection LOS	D											
Intersection V/C	0.896											

Intersection Level Of Service Report
Intersection 53: Bristol St at Newport Blvd (SB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱						✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	795	1536	9	539	726	694	0	0	0	5	5	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	795	1536	9	539	726	694	0	0	0	5	5	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	199	384	2	135	182	174	0	0	0	1	1	4
Total Analysis Volume [veh/h]	795	1536	9	539	726	694	0	0	0	5	5	15
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.32	0.32	0.34	0.30	0.30	0.00	0.00	0.00	0.00	0.02	0.02
Intersection LOS	B											
Intersection V/C	0.674											

Intersection Level Of Service Report

Intersection 54: Bristol St at Newport Blvd (NB)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.715

Intersection Setup

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Bristol St			Bristol St			Newport Blvd (SB)			Driveway		
Base Volume Input [veh/h]	0	2314	17	17	677	0	558	15	314	22	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2314	17	17	677	0	558	15	314	22	0	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	579	4	4	169	0	140	4	79	6	0	9
Total Analysis Volume [veh/h]	0	2314	17	17	677	0	558	15	314	22	0	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.49	0.49	0.01	0.14	0.00	0.17	0.18	0.20	0.01	0.00	0.02
Intersection LOS	C											
Intersection V/C	0.715											

APPENDIX D-XXXIII

CITY OF SANTA ANA YEAR 2045 BUILDOUT PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.992

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↑↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	126	1324	176	381	2497	177	120	660	207	242	651	269
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	1324	176	381	2497	177	120	660	207	242	651	269
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	331	44	95	624	44	30	165	52	61	163	67
Total Analysis Volume [veh/h]	126	1324	176	381	2497	177	120	660	207	242	651	269
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.31	0.31	0.24	0.56	0.56	0.08	0.19	0.13	0.15	0.19	0.17
Intersection LOS	E											
Intersection V/C	0.992											

Intersection Level Of Service Report

Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.009

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	111	1061	206	345	1328	154	269	1212	151	175	670	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	111	1061	206	345	1328	154	269	1212	151	175	670	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	265	52	86	332	39	67	303	38	44	168	22
Total Analysis Volume [veh/h]	111	1061	206	345	1328	154	269	1212	151	175	670	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.21	0.13	0.22	0.31	0.31	0.17	0.43	0.43	0.11	0.24	0.24
Intersection LOS	F											
Intersection V/C	1.009											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.027

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	77	446	95	118	688	145	215	1481	359	150	690	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	446	95	118	688	145	215	1481	359	150	690	110
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	112	24	30	172	36	54	370	90	38	173	28
Total Analysis Volume [veh/h]	77	446	95	118	688	145	215	1481	359	150	690	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.17	0.17	0.07	0.26	0.26	0.13	0.58	0.58	0.09	0.25	0.25
Intersection LOS	F											
Intersection V/C	1.027											

Intersection Level Of Service Report

Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.921

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	112	710	288	398	1810	223	316	1928	344	330	1206	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	710	288	398	1810	223	316	1928	344	330	1206	164
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	178	72	100	453	56	79	482	86	83	302	41
Total Analysis Volume [veh/h]	112	710	288	398	1810	223	316	1928	344	330	1206	164
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.18	0.12	0.35	0.14	0.10	0.38	0.22	0.10	0.24	0.10
Intersection LOS	E											
Intersection V/C	0.921											

Intersection Level Of Service Report

Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.932

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	26	206	92	272	436	344	240	2623	97	84	1281	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	206	92	272	436	344	240	2623	97	84	1281	79
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	52	23	68	109	86	60	656	24	21	320	20
Total Analysis Volume [veh/h]	26	206	92	272	436	344	240	2623	97	84	1281	79
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.09	0.09	0.17	0.24	0.24	0.15	0.57	0.57	0.05	0.28	0.28
Intersection LOS	E											
Intersection V/C	0.932											

Intersection Level Of Service Report

Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.904

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	69	391	338	779	1037	232	290	2035	306	188	706	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	391	338	779	1037	232	290	2035	306	188	706	264
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	98	85	195	259	58	73	509	77	47	177	66
Total Analysis Volume [veh/h]	69	391	338	779	1037	232	290	2035	306	188	706	264
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.15	0.24	0.20	0.05	0.09	0.40	0.19	0.06	0.14	0.17
Intersection LOS	E											
Intersection V/C	0.904											

Intersection Level Of Service Report
Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.581

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	20	6	34	36	7	191	88	1202	40	20	949	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	6	34	36	7	191	88	1202	40	20	949	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	9	9	2	48	22	301	10	5	237	6
Total Analysis Volume [veh/h]	20	6	34	36	7	191	88	1202	40	20	949	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.04	0.02	0.15	0.15	0.06	0.39	0.39	0.01	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.581											

Intersection Level Of Service Report
Intersection 1: Fairview St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.098

Intersection Setup

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fairview St			Fairview St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	506	2226	244	178	1280	156	179	774	198	137	1054	289
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	506	2226	244	178	1280	156	179	774	198	137	1054	289
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	127	557	61	45	320	39	45	194	50	34	264	72
Total Analysis Volume [veh/h]	506	2226	244	178	1280	156	179	774	198	137	1054	289
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.51	0.51	0.11	0.30	0.30	0.11	0.23	0.12	0.09	0.31	0.18
Intersection LOS	F											
Intersection V/C	1.098											

Intersection Level Of Service Report
Intersection 3: Bristol St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.256

Intersection Setup

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	282	2669	298	132	1146	224	254	876	78	150	1340	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	282	2669	298	132	1146	224	254	876	78	150	1340	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	667	75	33	287	56	64	219	20	38	335	19
Total Analysis Volume [veh/h]	282	2669	298	132	1146	224	254	876	78	150	1340	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.52	0.19	0.08	0.29	0.29	0.16	0.30	0.30	0.09	0.44	0.44
Intersection LOS	F											
Intersection V/C	1.256											

Intersection Level Of Service Report
Intersection 4: Flower St at Segerstrom Ave/Dyer Rd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.197

Intersection Setup

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			Segerstrom Ave			Dyer Rd		
Base Volume Input [veh/h]	139	1047	132	246	468	128	191	974	101	109	1514	102
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	1047	132	246	468	128	191	974	101	109	1514	102
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	262	33	62	117	32	48	244	25	27	379	26
Total Analysis Volume [veh/h]	139	1047	132	246	468	128	191	974	101	109	1514	102
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.37	0.37	0.15	0.19	0.19	0.12	0.34	0.34	0.07	0.51	0.51
Intersection LOS	F											
Intersection V/C	1.197											

Intersection Level Of Service Report
Intersection 9: Bristol St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.013

Intersection Setup

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	418	1849	377	274	1124	162	455	1091	217	454	1901	375
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	418	1849	377	274	1124	162	455	1091	217	454	1901	375
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	462	94	69	281	41	114	273	54	114	475	94
Total Analysis Volume [veh/h]	418	1849	377	274	1124	162	455	1091	217	454	1901	375
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.36	0.24	0.09	0.22	0.10	0.14	0.21	0.14	0.14	0.37	0.23
Intersection LOS	F											
Intersection V/C	1.013											

Intersection Level Of Service Report
Intersection 10: Flower St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.178

Intersection Setup

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↱			↰↑↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Flower St			Flower St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	161	801	91	147	285	242	268	1382	77	85	2575	256
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	161	801	91	147	285	242	268	1382	77	85	2575	256
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	200	23	37	71	61	67	346	19	21	644	64
Total Analysis Volume [veh/h]	161	801	91	147	285	242	268	1382	77	85	2575	256
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.28	0.28	0.09	0.16	0.16	0.17	0.30	0.30	0.05	0.59	0.59
Intersection LOS	F											
Intersection V/C	1.178											

Intersection Level Of Service Report

Intersection 11: Main St at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.960

Intersection Setup

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	590	1450	404	343	484	336	360	921	71	260	2069	553
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	590	1450	404	343	484	336	360	921	71	260	2069	553
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	148	363	101	86	121	84	90	230	18	65	517	138
Total Analysis Volume [veh/h]	590	1450	404	343	484	336	360	921	71	260	2069	553
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups			6,7			2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.28	0.17	0.11	0.09	0.10	0.11	0.18	0.04	0.08	0.41	0.35
Intersection LOS	E											
Intersection V/C	0.960											

Intersection Level Of Service Report

Intersection 52: Spruce St at Segerstrom Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Spruce St			Spruce St			Segerstrom Ave			Segerstrom Ave		
Base Volume Input [veh/h]	32	2	26	15	2	74	109	784	61	48	1365	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	2	26	15	2	74	109	784	61	48	1365	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	7	4	1	19	27	196	15	12	341	11
Total Analysis Volume [veh/h]	32	2	26	15	2	74	109	784	61	48	1365	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.04	0.01	0.06	0.06	0.07	0.26	0.26	0.03	0.44	0.44
Intersection LOS	B											
Intersection V/C	0.606											

APPENDIX D-XXXIV

CITY OF COSTA MESA/IRVINE YEAR 2045 BUILDOUT PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↱			↰↰↑↑↱			↰↰↑↑⊢			↰↰↑↑⊢		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	173	693	438	78	283	98	195	1433	240	117	346	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	173	693	438	78	283	98	195	1433	240	117	346	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	173	110	20	71	25	49	358	60	29	87	18
Total Analysis Volume [veh/h]	173	693	438	78	283	98	195	1433	240	117	346	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.20	0.26	0.02	0.08	0.06	0.06	0.33	0.33	0.03	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.693											

Intersection Level Of Service Report
Intersection 23: Red Hill Ave at Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.873

Intersection Setup

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Red Hill Ave			Red Hill Ave			Main St			Main St		
Base Volume Input [veh/h]	435	751	270	95	817	486	204	758	197	331	1702	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	435	751	270	95	817	486	204	758	197	331	1702	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	109	188	68	24	204	122	51	190	49	83	426	20
Total Analysis Volume [veh/h]	435	751	270	95	817	486	204	758	197	331	1702	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.22	0.16	0.03	0.24	0.29	0.06	0.19	0.19	0.10	0.35	0.35
Intersection LOS	D											
Intersection V/C	0.873											

APPENDIX E

CALTRANS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX E-I

EXISTING TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	13.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	971	0	879	0	1455	1037	0	1288	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	971	0	879	0	1455	1037	0	1288	146
Peak Hour Factor	1.0000	1.0000	1.0000	0.9470	1.0000	0.9470	1.0000	0.9470	0.9470	1.0000	0.9470	0.9470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	256	0	232	0	384	274	0	340	39
Total Analysis Volume [veh/h]	0	0	0	1025	0	928	0	1536	1095	0	1360	154
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	58	0	0	0	52	0	0	52	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		54	54	54	54
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		23	23	22	22
g / C, Green / Cycle		0.43	0.43	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate		0.30	0.33	0.30	0.27
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1502	1222	2124	2124
d1, Uniform Delay [s]		12.23	12.85	13.08	12.47
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.55	1.00	0.48	0.33
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.68	0.76	0.72	0.64
d, Delay for Lane Group [s/veh]		12.79	13.84	13.56	12.79
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		4.15	4.01	4.34	3.65
50th-Percentile Queue Length [ft/ln]		103.82	100.17	108.59	91.23
95th-Percentile Queue Length [veh/ln]		7.47	7.21	7.76	6.57
95th-Percentile Queue Length [ft/ln]		186.87	180.30	194.03	164.22

Movement, Approach, & Intersection Results

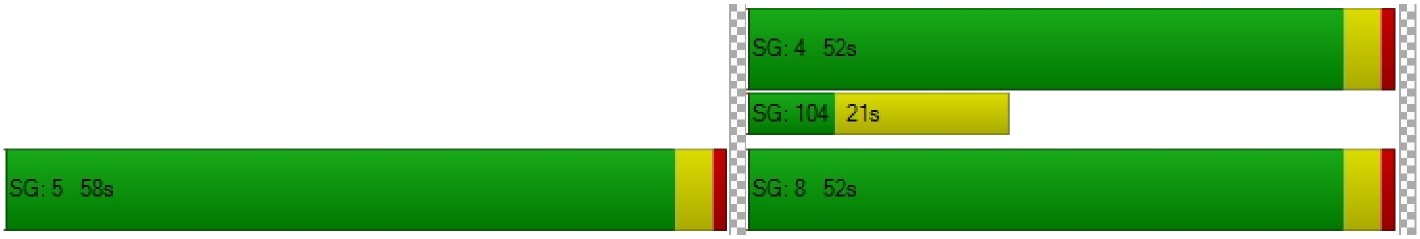
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	12.79	0.00	13.84	0.00	13.56	0.00	0.00	12.79	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			13.29			13.56			12.79		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	13.24											
Intersection LOS	B											
Intersection V/C	0.742											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	16.92	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.651	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	2015	1791	1791
d_b, Bicycle Delay [s]	26.80	0.00	0.29	0.29
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.404	2.308
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	18.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.920

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↱						↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	917	0	986	0	0	0	0	1625	804	0	522	246
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	917	0	986	0	0	0	0	1625	804	0	522	246
Peak Hour Factor	0.9080	1.0000	0.9080	1.0000	1.0000	1.0000	1.0000	0.9080	0.9080	1.0000	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	252	0	271	0	0	0	0	447	221	0	144	68
Total Analysis Volume [veh/h]	1010	0	1086	0	0	0	0	1790	885	0	575	271
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	46	0	0	0	0	0	0	44	0	0	44	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	59		59	59
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	21		30	30
g / C, Green / Cycle	0.35		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.29		0.50	0.11
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1218		1821	2605
d1, Uniform Delay [s]	17.39		14.08	7.89
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.52		6.61	0.04
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.83		0.98	0.22
d, Delay for Lane Group [s/veh]	18.91		20.69	7.93
Lane Group LOS	B		C	A
Critical Lane Group	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	5.73		10.78	1.10
50th-Percentile Queue Length [ft/ln]	143.23		269.57	27.59
95th-Percentile Queue Length [veh/ln]	9.65		16.17	1.99
95th-Percentile Queue Length [ft/ln]	241.37		404.21	49.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.91	0.00	0.00	0.00	0.00	0.00	0.00	20.69	0.00	0.00	7.93	0.00
Movement LOS	B							C			A	
d_A, Approach Delay [s/veh]	18.91			0.00			20.69			7.93		
Approach LOS	B			A			C			A		
d_I, Intersection Delay [s/veh]	17.98											
Intersection LOS	B											
Intersection V/C	0.920											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	19.33
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.813
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1433	0	1365	1365
d_b, Bicycle Delay [s]	2.35	29.30	2.95	2.95
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	3.036	1.876
Bicycle LOS	A	D	C	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.433

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	352	6	92	48	0	72	19	214	0	0	88	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	352	6	92	48	0	72	19	214	0	0	88	17
Peak Hour Factor	0.8740	0.8740	0.8740	0.8740	1.0000	0.8740	0.8740	0.8740	1.0000	1.0000	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	2	26	14	0	21	5	61	0	0	25	5
Total Analysis Volume [veh/h]	403	7	105	55	0	82	22	245	0	0	101	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	32	32	32	32	32	3	50	44	44
g / C, Green / Cycle	0.35	0.35	0.35	0.35	0.35	0.03	0.56	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.31	0.03	0.03	0.04	0.05	0.01	0.07	0.03	0.03
s, saturation flow rate [veh/h]	1316	1620	1589	1281	1589	1781	3560	1870	1771
c, Capacity [veh/h]	519	571	561	477	561	51	1988	908	860
d1, Uniform Delay [s]	28.81	19.54	19.54	22.37	19.88	43.01	9.43	12.31	12.34
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.54	0.07	0.08	0.11	0.12	5.72	0.13	0.14	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.10	0.10	0.12	0.15	0.43	0.12	0.07	0.07
d, Delay for Lane Group [s/veh]	31.36	19.61	19.61	22.47	20.00	48.73	9.55	12.45	12.49
Lane Group LOS	C	B	B	C	B	D	A	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.38	0.79	0.78	0.84	1.17	0.56	1.11	0.65	0.66
50th-Percentile Queue Length [ft/ln]	209.57	19.80	19.44	21.01	29.25	13.94	27.64	16.31	16.40
95th-Percentile Queue Length [veh/ln]	13.13	1.43	1.40	1.51	2.11	1.00	1.99	1.17	1.18
95th-Percentile Queue Length [ft/ln]	328.28	35.64	34.99	37.82	52.66	25.09	49.74	29.36	29.51

Movement, Approach, & Intersection Results

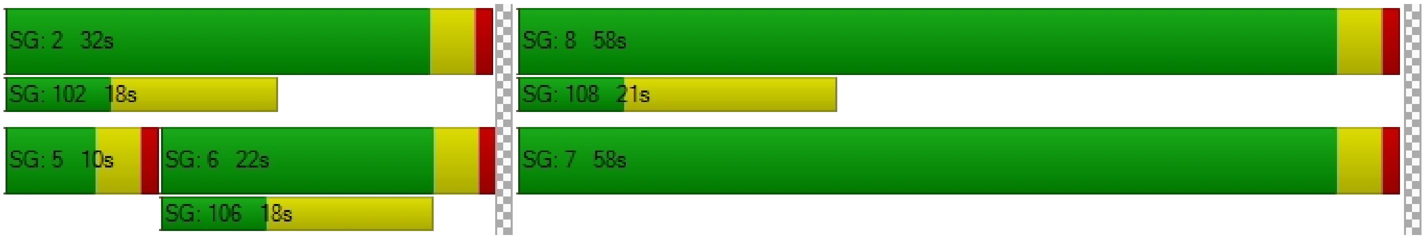
d_M, Delay for Movement [s/veh]	31.36	19.61	19.61	22.47	0.00	20.00	48.73	9.55	0.00	0.00	12.47	12.49
Movement LOS	C	B	B	C		B	D	A			B	B
d_A, Approach Delay [s/veh]	28.80			20.99			12.78			12.47		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	21.77											
Intersection LOS	C											
Intersection V/C	0.433											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	2.256	2.000	0.000	2.337
Crosswalk LOS	B	A	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.409	1.560	1.780	1.659
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	179	839	0	0	2441	296	0	0	0	614	0	776
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	179	839	0	0	2441	296	0	0	0	614	0	776
Peak Hour Factor	0.9070	0.9070	1.0000	1.0000	0.9070	0.9070	1.0000	1.0000	1.0000	0.9070	1.0000	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	231	0	0	673	82	0	0	0	169	0	214
Total Analysis Volume [veh/h]	197	925	0	0	2691	326	0	0	0	677	0	856
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	23	41	0	0	18	0	0	0	0	59	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	56	39	39		36	36
g / C, Green / Cycle	0.13	0.56	0.39	0.39		0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.11	0.18	0.26	0.21		0.20	0.30
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	232	2862	3991	623		1238	1007
d1, Uniform Delay [s]	42.54	11.72	25.14	23.27		25.62	29.62
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.44	0.30	0.93	3.13		0.38	2.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.32	0.67	0.52		0.55	0.85
d, Delay for Lane Group [s/veh]	50.98	12.02	26.07	26.40		26.00	31.73
Lane Group LOS	D	B	C	C		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	5.26	3.58	8.71	6.29		6.36	9.49
50th-Percentile Queue Length [ft/ln]	131.44	89.44	217.72	157.15		158.91	237.30
95th-Percentile Queue Length [veh/ln]	9.02	6.44	13.55	10.40		10.49	14.54
95th-Percentile Queue Length [ft/ln]	225.45	160.98	338.71	259.94		262.28	363.61

Movement, Approach, & Intersection Results

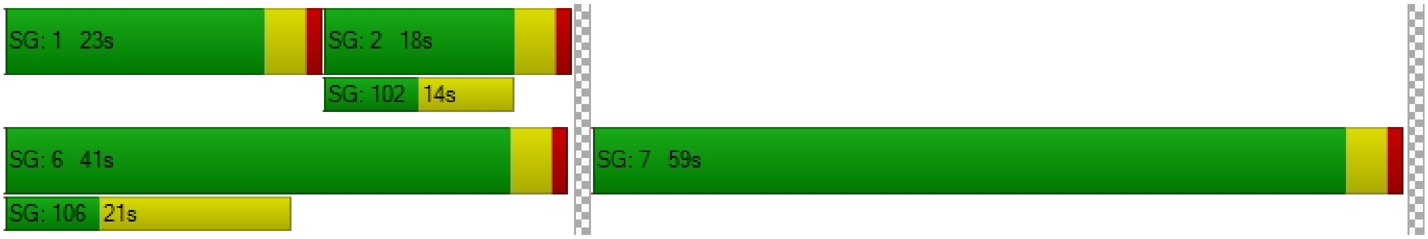
d_M, Delay for Movement [s/veh]	50.98	12.02	0.00	0.00	26.07	26.40	0.00	0.00	0.00	26.00	0.00	31.73
Movement LOS	D	B			C	C				C		C
d_A, Approach Delay [s/veh]	18.86			26.10			0.00			29.20		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	25.51											
Intersection LOS	C											
Intersection V/C	0.772											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.938	2.604
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	280	0	1100
d_b, Bicycle Delay [s]	19.85	36.98	50.00	10.13
I_b,int, Bicycle LOS Score for Intersection	2.177	2.389	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	35.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.974

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	853	1129	1544	1640	0	185	0	326	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	853	1129	1544	1640	0	185	0	326	0	0	0
Peak Hour Factor	1.0000	0.8770	0.8770	0.8770	0.8770	1.0000	0.8770	1.0000	0.8770	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	243	322	440	468	0	53	0	93	0	0	0
Total Analysis Volume [veh/h]	0	973	1287	1761	1870	0	211	0	372	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	54	0	46	100	0	20	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	120	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	50	50	50	42	96	16	16	
g / C, Green / Cycle	0.42	0.42	0.42	0.35	0.80	0.13	0.13	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.40	0.40	0.34	0.37	0.06	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2122	662	662	1815	4074	462	376	
d1, Uniform Delay [s]	25.24	34.31	34.31	38.39	3.80	47.95	51.89	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.72	28.73	28.73	5.08	0.37	0.71	19.30	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.46	0.97	0.97	0.97	0.46	0.46	0.99	
d, Delay for Lane Group [s/veh]	25.96	63.03	63.03	43.47	4.18	48.66	71.19	
Lane Group LOS	C	E	E	D	A	D	E	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.78	23.19	23.19	17.54	3.87	2.97	6.58	
50th-Percentile Queue Length [ft/ln]	169.49	579.70	579.70	438.61	96.75	74.15	164.49	
95th-Percentile Queue Length [veh/ln]	11.05	31.09	31.09	24.41	6.97	5.34	10.79	
95th-Percentile Queue Length [ft/ln]	276.24	777.13	777.13	610.34	174.15	133.47	269.65	

Movement, Approach, & Intersection Results

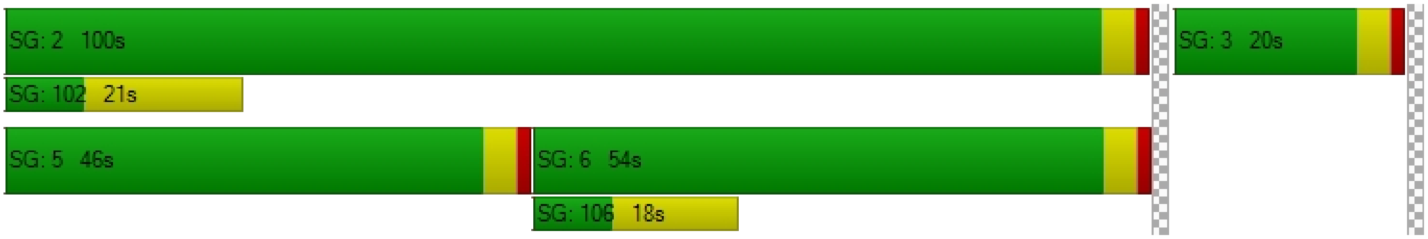
d_M, Delay for Movement [s/veh]	0.00	25.96	63.03	43.47	4.18	0.00	48.66	0.00	71.19	0.00	0.00	0.00
Movement LOS		C	E	D	A		D		E			
d_A, Approach Delay [s/veh]	47.07			23.23			63.03			0.00		
Approach LOS	D			C			E			A		
d_I, Intersection Delay [s/veh]	35.14											
Intersection LOS	D											
Intersection V/C	0.974											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.427	2.945
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	833	1600	267	0
d_b, Bicycle Delay [s]	20.41	2.40	45.06	59.99
I_b,int, Bicycle LOS Score for Intersection	2.492	3.557	1.560	4.132
Bicycle LOS	B	D	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑ ↑ ↑ ↱			↑ ↑ ↑ ↑ ↑↱			↱ ↱			↰ ↰↑ ↑ ↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	1504	193	0	1987	8	0	0	34	122	74	672
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1504	193	0	1987	8	0	0	34	122	74	672
Peak Hour Factor	1.0000	0.9380	0.9380	1.0000	0.9380	0.9380	1.0000	1.0000	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	401	51	0	530	2	0	0	9	33	20	179
Total Analysis Volume [veh/h]	0	1603	206	0	2118	9	0	0	36	130	79	716
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	29	0	0	29	0	0	0	10	0	51	51
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	64	64	64	4	10	10	10	78
g / C, Green / Cycle	0.71	0.71	0.71	0.04	0.11	0.11	0.11	0.87
(v / s)_i Volume / Saturation Flow Rate	0.24	0.25	0.23	0.01	0.04	0.04	0.04	0.25
s, saturation flow rate [veh/h]	6792	6792	1863	2813	1781	1790	1702	2813
c, Capacity [veh/h]	4846	4846	1329	115	200	201	191	2449
d1, Uniform Delay [s]	4.84	4.93	4.79	41.96	36.89	36.89	37.03	1.01
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.18	0.20	0.64	1.54	1.00	1.00	1.22	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.35	0.32	0.31	0.34	0.34	0.38	0.29
d, Delay for Lane Group [s/veh]	5.02	5.13	5.42	43.51	37.89	37.89	38.25	1.32
Lane Group LOS	A	A	A	D	D	D	D	A
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.29	2.48	2.58	0.41	1.43	1.44	1.51	0.27
50th-Percentile Queue Length [ft/ln]	57.26	61.98	64.43	10.24	35.78	35.95	37.85	6.69
95th-Percentile Queue Length [veh/ln]	4.12	4.46	4.64	0.74	2.58	2.59	2.73	0.48
95th-Percentile Queue Length [ft/ln]	103.07	111.56	115.97	18.43	64.40	64.70	68.13	12.05

Movement, Approach, & Intersection Results

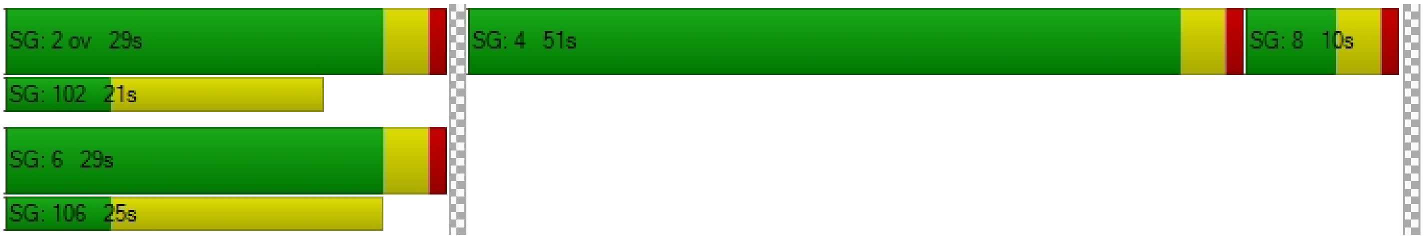
d_M, Delay for Movement [s/veh]	0.00	5.02	0.00	0.00	5.19	5.42	0.00	0.00	43.51	37.89	38.22	1.32
Movement LOS		A			A	A			D	D	D	A
d_A, Approach Delay [s/veh]	5.02			5.19			43.51			9.61		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	6.30											
Intersection LOS	A											
Intersection V/C	0.353											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.161	2.603
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	555	133	1044
d_b, Bicycle Delay [s]	23.48	23.48	39.21	10.28
I_b,int, Bicycle LOS Score for Intersection	2.221	2.262	1.560	2.323
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	114	1119	995	855	579	529
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	1119	995	855	579	529
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	31	302	268	231	156	0
Total Analysis Volume [veh/h]	123	1207	1073	922	625	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	35	57	22	0	33	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	68	56	14
g / C, Green / Cycle	0.09	0.75	0.62	0.16
(v / s)_i Volume / Saturation Flow Rate	0.07	0.18	0.21	0.12
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	158	5111	3154	823
d1, Uniform Delay [s]	40.14	3.35	8.27	36.24
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.90	0.11	0.29	1.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.24	0.34	0.76
d, Delay for Lane Group [s/veh]	48.04	3.46	8.57	37.71
Lane Group LOS	D	A	A	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	2.98	1.25	3.09	4.41
50th-Percentile Queue Length [ft/ln]	74.45	31.23	77.19	110.36
95th-Percentile Queue Length [veh/ln]	5.36	2.25	5.56	7.86
95th-Percentile Queue Length [ft/ln]	134.01	56.21	138.94	196.50

Movement, Approach, & Intersection Results

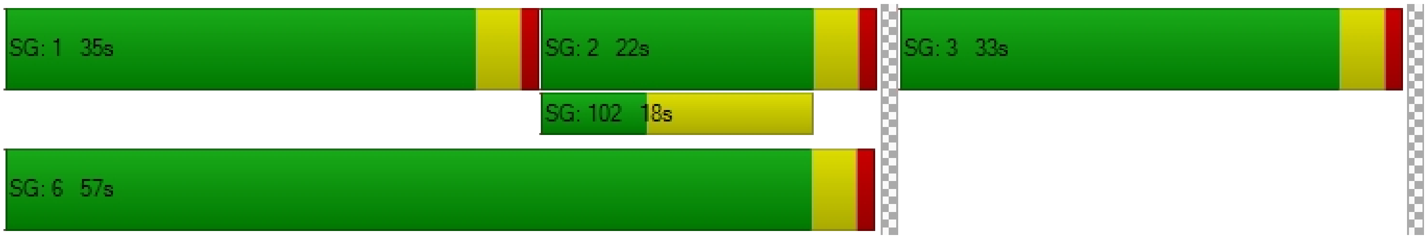
d_M, Delay for Movement [s/veh]	48.04	3.46	8.57	0.00	37.71	0.00
Movement LOS	D	A	A		D	
d_A, Approach Delay [s/veh]	7.58		8.57		37.71	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	14.15					
Intersection LOS	B					
Intersection V/C	0.462					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.574
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1177	400	644
d_b, Bicycle Delay [s]	7.61	28.81	20.68
I_b,int, Bicycle LOS Score for Intersection	2.108	2.150	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	159	314	0	0	931	97	0	0	0	175	0	490
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	314	0	0	931	97	0	0	0	175	0	490
Peak Hour Factor	0.8120	0.8120	1.0000	1.0000	0.8120	0.8120	1.0000	1.0000	1.0000	0.8120	1.0000	0.8120
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	97	0	0	287	30	0	0	0	54	0	151
Total Analysis Volume [veh/h]	196	387	0	0	1147	119	0	0	0	216	0	603
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	17	31	0	0	14	0	0	0	0	59	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	59	44	44		23	23
g / C, Green / Cycle	0.13	0.66	0.48	0.48		0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.24	0.24		0.12	0.21
s, saturation flow rate [veh/h]	1781	3560	3560	1781		1781	2813
c, Capacity [veh/h]	232	2342	1721	861		451	713
d1, Uniform Delay [s]	38.28	5.91	15.75	15.75		28.57	31.95
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.23	0.15	1.00	1.99		0.79	2.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.17	0.49	0.49		0.48	0.85
d, Delay for Lane Group [s/veh]	46.51	6.06	16.76	17.74		29.36	34.84
Lane Group LOS	D	A	B	B		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.69	1.28	5.78	6.02		3.98	6.35
50th-Percentile Queue Length [ft/ln]	117.17	32.00	144.62	150.52		99.52	158.64
95th-Percentile Queue Length [veh/ln]	8.24	2.30	9.73	10.04		7.17	10.48
95th-Percentile Queue Length [ft/ln]	205.93	57.60	243.24	251.12		179.14	261.92

Movement, Approach, & Intersection Results

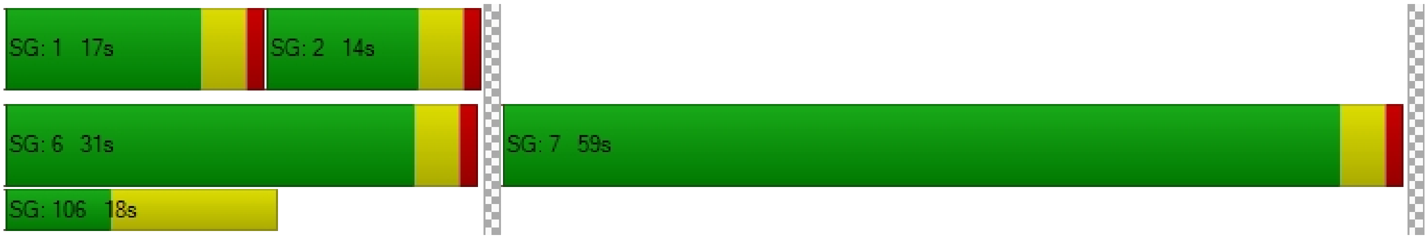
d_M, Delay for Movement [s/veh]	46.51	6.06	0.00	0.00	17.02	17.74	0.00	0.00	0.00	29.36	0.00	34.84
Movement LOS	D	A			B	B				C		C
d_A, Approach Delay [s/veh]	19.66			17.08			0.00			33.39		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	22.65											
Intersection LOS	C											
Intersection V/C	0.648											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.330
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	222	0	1222
d_b, Bicycle Delay [s]	22.06	35.57	45.01	6.81
I_b,int, Bicycle LOS Score for Intersection	2.041	2.256	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	24.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.767

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	342	381	577	600	0	123	1	206	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	342	381	577	600	0	123	1	206	0	0	0
Peak Hour Factor	1.0000	0.8010	0.8010	0.8010	0.8010	1.0000	0.8010	0.8010	0.8010	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	107	119	180	187	0	38	0	64	0	0	0
Total Analysis Volume [veh/h]	0	427	476	720	749	0	154	1	257	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	40	58	0	0	37	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	42	42	23	69	18	18	
g / C, Green / Cycle	0.44	0.44	0.24	0.73	0.19	0.19	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.30	0.21	0.21	0.09	0.16	
s, saturation flow rate [veh/h]	1870	1589	3459	3560	1781	1590	
c, Capacity [veh/h]	828	704	838	2589	336	300	
d1, Uniform Delay [s]	19.11	21.05	34.46	4.48	34.24	37.33	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.29	5.16	2.73	0.28	0.98	7.14	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.52	0.68	0.86	0.29	0.46	0.86	
d, Delay for Lane Group [s/veh]	21.40	26.21	37.19	4.76	35.21	44.47	
Lane Group LOS	C	C	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.06	9.04	8.10	2.15	3.22	6.30	
50th-Percentile Queue Length [ft/ln]	176.61	225.90	202.52	53.70	80.38	157.55	
95th-Percentile Queue Length [veh/ln]	11.42	13.97	12.77	3.87	5.79	10.42	
95th-Percentile Queue Length [ft/ln]	285.58	349.15	319.21	96.66	144.68	260.47	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	21.40	26.21	37.19	4.76	0.00	35.21	44.47	44.47	0.00	0.00	0.00
Movement LOS		C	C	D	A		D	D	D			
d_A, Approach Delay [s/veh]	23.94			20.66			41.01			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	24.73											
Intersection LOS	C											
Intersection V/C	0.767											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.076	2.301
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	295	1137	695	0
d_b, Bicycle Delay [s]	34.54	8.85	20.24	47.51
I_b,int, Bicycle LOS Score for Intersection	2.305	2.772	2.239	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	291	0	704	0	1179	1050	0	1547	608
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	291	0	704	0	1179	1050	0	1547	608
Peak Hour Factor	1.0000	1.0000	1.0000	0.8960	1.0000	0.8960	1.0000	0.8960	0.8960	1.0000	0.8960	0.8960
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	81	0	196	0	329	293	0	432	170
Total Analysis Volume [veh/h]	0	0	0	325	0	786	0	1316	1172	0	1727	679
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	47	0	0	0	53	0	0	53	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		51	51	51	51
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		18	18	25	25
g / C, Green / Cycle		0.36	0.36	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate		0.09	0.28	0.26	0.34
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1242	1011	2463	2463
d1, Uniform Delay [s]		11.52	14.49	9.15	10.27
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.11	1.33	0.18	0.37
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.26	0.78	0.53	0.70
d, Delay for Lane Group [s/veh]		11.63	15.82	9.33	10.63
Lane Group LOS		B	B	A	B
Critical Lane Group		No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		1.12	3.54	2.64	3.90
50th-Percentile Queue Length [ft/ln]		28.03	88.42	65.88	97.60
95th-Percentile Queue Length [veh/ln]		2.02	6.37	4.74	7.03
95th-Percentile Queue Length [ft/ln]		50.45	159.16	118.59	175.68

Movement, Approach, & Intersection Results

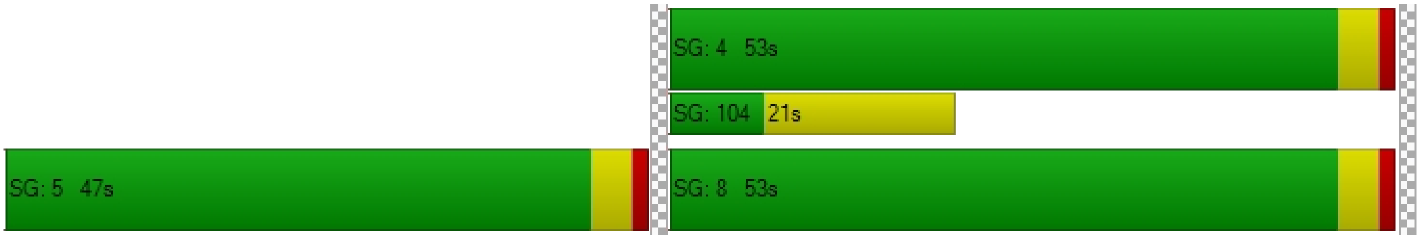
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.63	0.00	15.82	0.00	9.33	0.00	0.00	10.63	0.00
Movement LOS				B		B		A			B	
d_A, Approach Delay [s/veh]	0.00			14.59			9.33			10.63		
Approach LOS	A			B			A			B		
d_I, Intersection Delay [s/veh]	11.28											
Intersection LOS	B											
Intersection V/C	0.734											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	15.53	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.484	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1697	1934	1934
d_b, Bicycle Delay [s]	25.34	0.58	0.03	0.03
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.283	2.509
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↱						↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	647	0	430	0	0	0	0	718	738	0	1516	1092
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	647	0	430	0	0	0	0	718	738	0	1516	1092
Peak Hour Factor	0.9240	1.0000	0.9240	1.0000	1.0000	1.0000	1.0000	0.9240	0.9240	1.0000	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	175	0	116	0	0	0	0	194	200	0	410	295
Total Analysis Volume [veh/h]	700	0	465	0	0	0	0	777	799	0	1641	1182
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	47	0	0	0	0	0	0	73	0	0	73	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	40		40	40
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	11		20	20
g / C, Green / Cycle	0.29		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.20		0.22	0.32
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	995		1826	2613
d1, Uniform Delay [s]	12.76		6.09	7.02
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	0.92		0.16	0.25
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.70		0.43	0.63
d, Delay for Lane Group [s/veh]	13.68		6.24	7.27
Lane Group LOS	B		A	A
Critical Lane Group	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	2.33		1.29	2.09
50th-Percentile Queue Length [ft/ln]	58.34		32.31	52.36
95th-Percentile Queue Length [veh/ln]	4.20		2.33	3.77
95th-Percentile Queue Length [ft/ln]	105.01		58.16	94.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.68	0.00	0.00	0.00	0.00	0.00	0.00	6.24	0.00	0.00	7.27	0.00
Movement LOS	B							A			A	
d_A, Approach Delay [s/veh]	13.68			0.00			6.24			7.27		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.45											
Intersection LOS	A											
Intersection V/C	0.656											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	10.48
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.797
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2153	0	3455	3455
d_b, Bicycle Delay [s]	0.12	19.97	10.57	10.57
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	2.201	2.462
Bicycle LOS	A	D	B	B

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	476	30	193	28	0	39	43	397	0	0	370	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	476	30	193	28	0	39	43	397	0	0	370	33
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	125	8	51	7	0	10	11	104	0	0	97	9
Total Analysis Volume [veh/h]	501	32	203	29	0	41	45	418	0	0	389	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	37	37	4	45	37	37
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.41	0.05	0.50	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.37	0.07	0.07	0.03	0.03	0.03	0.12	0.11	0.12
s, saturation flow rate [veh/h]	1366	1656	1589	1145	1589	1781	3560	1870	1817
c, Capacity [veh/h]	619	684	657	480	657	80	1773	764	742
d1, Uniform Delay [s]	26.05	16.70	16.72	19.53	15.91	42.09	12.85	17.77	17.83
k, delay calibration	0.18	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.20	0.12	0.13	0.05	0.04	5.96	0.31	0.90	0.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.17	0.18	0.06	0.06	0.56	0.24	0.28	0.29
d, Delay for Lane Group [s/veh]	30.25	16.82	16.84	19.58	15.95	48.05	13.16	18.67	18.80
Lane Group LOS	C	B	B	B	B	D	B	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.42	1.54	1.49	0.41	0.50	1.10	2.36	3.04	3.06
50th-Percentile Queue Length [ft/ln]	260.52	38.49	37.35	10.13	12.59	27.55	59.12	75.93	76.39
95th-Percentile Queue Length [veh/ln]	15.71	2.77	2.69	0.73	0.91	1.98	4.26	5.47	5.50
95th-Percentile Queue Length [ft/ln]	392.87	69.28	67.23	18.23	22.66	49.59	106.42	136.67	137.50

Movement, Approach, & Intersection Results

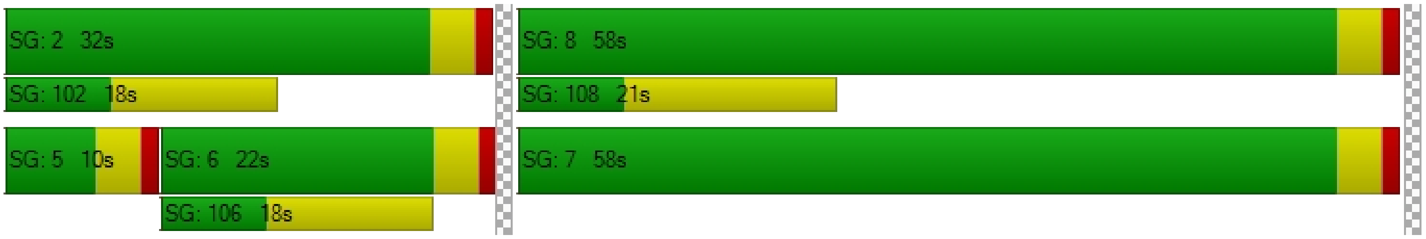
d_M, Delay for Movement [s/veh]	30.25	16.82	16.83	19.58	0.00	15.95	48.05	13.16	0.00	0.00	18.73	18.80
Movement LOS	C	B	B	B		B	D	B			B	B
d_A, Approach Delay [s/veh]	25.97			17.46			16.55			18.74		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	21.23											
Intersection LOS	C											
Intersection V/C	0.587											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.310	1.999	0.000	2.434
Crosswalk LOS	B	A	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.774	1.560	1.942	1.909
Bicycle LOS	C	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	30.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.838

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	225	1322	0	0	1842	258	0	0	0	846	0	1072
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	1322	0	0	1842	258	0	0	0	846	0	1072
Peak Hour Factor	0.9270	0.9270	1.0000	1.0000	0.9270	0.9270	1.0000	1.0000	1.0000	0.9270	1.0000	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	357	0	0	497	70	0	0	0	228	0	289
Total Analysis Volume [veh/h]	243	1426	0	0	1987	278	0	0	0	913	0	1156
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	26	44	0	0	18	0	0	0	0	61	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	105	105	105	105		105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	16	48	28	28		49	49
g / C, Green / Cycle	0.16	0.46	0.26	0.26		0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.14	0.28	0.20	0.17		0.26	0.41
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	276	2328	2687	419		1614	1313
d1, Uniform Delay [s]	43.38	21.49	35.35	34.49		20.28	25.34
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.79	1.21	1.87	8.03		0.31	2.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.61	0.74	0.66		0.57	0.88
d, Delay for Lane Group [s/veh]	52.17	22.70	37.23	42.52		20.60	27.44
Lane Group LOS	D	C	D	D		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	6.80	8.81	7.88	7.20		7.93	12.81
50th-Percentile Queue Length [ft/ln]	169.92	220.28	197.01	179.95		198.17	320.28
95th-Percentile Queue Length [veh/ln]	11.07	13.68	12.48	11.60		12.54	18.68
95th-Percentile Queue Length [ft/ln]	276.81	341.99	312.11	289.95		313.61	467.03

Movement, Approach, & Intersection Results

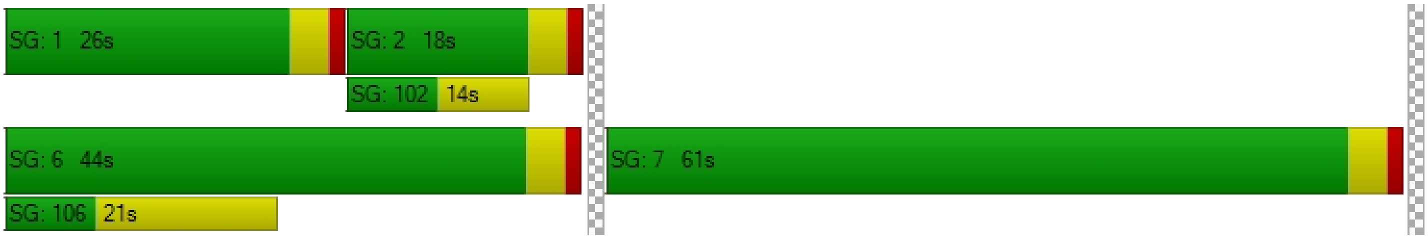
d_M, Delay for Movement [s/veh]	52.17	22.70	0.00	0.00	37.23	42.52	0.00	0.00	0.00	20.60	0.00	27.44
Movement LOS	D	C			D	D				C		C
d_A, Approach Delay [s/veh]	26.99			37.88			0.00			24.42		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	30.21											
Intersection LOS	C											
Intersection V/C	0.838											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	42.07	42.07
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.939	2.711
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	762	267	0	1086
d_b, Bicycle Delay [s]	20.12	39.43	52.50	10.97
I_b,int, Bicycle LOS Score for Intersection	2.478	2.182	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1134	649	1037	1602	0	312	0	357	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1134	649	1037	1602	0	312	0	357	0	0	0
Peak Hour Factor	1.0000	0.9690	0.9690	0.9690	0.9690	1.0000	0.9690	1.0000	0.9690	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	293	167	268	413	0	80	0	92	0	0	0
Total Analysis Volume [veh/h]	0	1170	670	1070	1653	0	322	0	368	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	22	0	44	66	0	24	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	40	40	40	23	67	15	15	
g / C, Green / Cycle	0.45	0.45	0.45	0.26	0.75	0.16	0.16	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.23	0.23	0.21	0.32	0.09	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2281	712	712	1328	3812	563	458	
d1, Uniform Delay [s]	17.52	17.86	17.86	31.39	4.22	34.80	36.30	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.74	2.67	2.67	1.20	0.36	0.92	3.34	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.48	0.52	0.52	0.81	0.43	0.57	0.80	
d, Delay for Lane Group [s/veh]	18.26	20.53	20.53	32.59	4.58	35.71	39.65	
Lane Group LOS	B	C	C	C	A	D	D	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.28	5.75	5.75	7.21	2.90	3.28	4.04	
50th-Percentile Queue Length [ft/ln]	132.08	143.86	143.86	180.31	72.59	81.94	100.88	
95th-Percentile Queue Length [veh/ln]	9.05	9.69	9.69	11.62	5.23	5.90	7.26	
95th-Percentile Queue Length [ft/ln]	226.31	242.22	242.22	290.42	130.66	147.48	181.58	

Movement, Approach, & Intersection Results

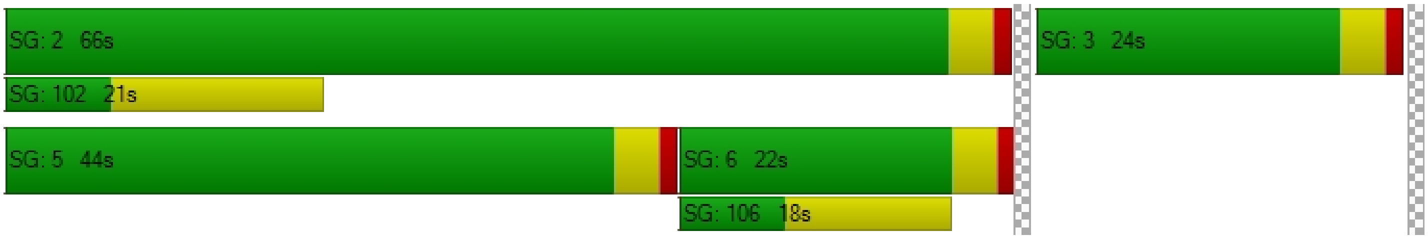
d_M, Delay for Movement [s/veh]	0.00	18.26	20.53	32.59	4.58	0.00	35.71	0.00	39.65	0.00	0.00	0.00
Movement LOS		B	C	C	A		D		D			
d_A, Approach Delay [s/veh]	19.17			15.59			37.81			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	19.76											
Intersection LOS	B											
Intersection V/C	0.656											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.434	2.505
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	1377	444	0
d_b, Bicycle Delay [s]	28.81	4.36	27.23	45.01
I_b,int, Bicycle LOS Score for Intersection	2.319	3.057	1.560	4.132
Bicycle LOS	B	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.650

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	2115	185	0	2169	20	0	0	196	361	309	1196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2115	185	0	2169	20	0	0	196	361	309	1196
Peak Hour Factor	1.0000	0.9540	0.9540	1.0000	0.9540	0.9540	1.0000	1.0000	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	554	48	0	568	5	0	0	51	95	81	313
Total Analysis Volume [veh/h]	0	2217	194	0	2274	21	0	0	205	378	324	1254
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	29	0	0	29	0	0	0	40	0	21	21
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	52	52	52	9	17	17	17	73
g / C, Green / Cycle	0.58	0.58	0.58	0.10	0.19	0.19	0.19	0.81
(v / s)_i Volume / Saturation Flow Rate	0.33	0.27	0.25	0.07	0.13	0.13	0.14	0.45
s, saturation flow rate [veh/h]	6792	6792	1855	2813	1781	1814	1702	2813
c, Capacity [veh/h]	3951	3951	1079	278	332	338	317	2286
d1, Uniform Delay [s]	11.70	10.80	10.47	39.45	34.31	34.22	34.55	2.86
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.58	0.39	1.23	3.83	2.74	2.54	3.35	0.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.46	0.43	0.74	0.70	0.69	0.74	0.55
d, Delay for Lane Group [s/veh]	12.28	11.19	11.70	43.29	37.05	36.75	37.91	3.81
Lane Group LOS	B	B	B	D	D	D	D	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	6.38	4.86	4.98	2.32	4.96	4.93	5.04	2.34
50th-Percentile Queue Length [ft/ln]	159.40	121.52	124.41	58.04	124.0	123.3	125.9	58.38
95th-Percentile Queue Length [veh/ln]	10.52	8.48	8.63	4.18	8.61	8.58	8.72	4.20
95th-Percentile Queue Length [ft/ln]	262.92	211.91	215.87	104.48	215.3	214.3	217.9	105.0

Movement, Approach, & Intersection Results

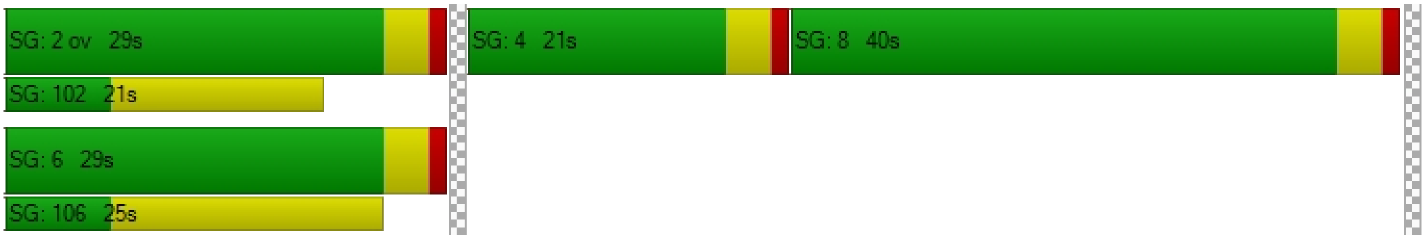
d_M, Delay for Movement [s/veh]	0.00	12.28	0.00	0.00	11.29	11.70	0.00	0.00	43.29	37.05	37.59	3.81
Movement LOS		B			B	B			D	D	D	A
d_A, Approach Delay [s/veh]	12.28			11.29			43.29			15.81		
Approach LOS	B			B			D			B		
d_I, Intersection Delay [s/veh]	13.93											
Intersection LOS	B											
Intersection V/C	0.650											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.265	2.770
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	555	800	378
d_b, Bicycle Delay [s]	23.48	23.48	16.21	29.62
I_b,int, Bicycle LOS Score for Intersection	2.474	2.317	1.560	3.173
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	128	1571	1521	889	747	334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	1571	1521	889	747	334
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	34	416	403	235	198	0
Total Analysis Volume [veh/h]	136	1664	1611	942	791	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	33	55	22	0	35	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	65	52	17
g / C, Green / Cycle	0.10	0.72	0.58	0.19
(v / s)_i Volume / Saturation Flow Rate	0.08	0.25	0.32	0.15
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	173	4869	2931	1008
d1, Uniform Delay [s]	39.74	4.78	11.87	34.49
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.65	0.19	0.75	1.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.34	0.55	0.78
d, Delay for Lane Group [s/veh]	47.39	4.97	12.62	35.88
Lane Group LOS	D	A	B	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.27	2.37	6.27	5.50
50th-Percentile Queue Length [ft/ln]	81.72	59.34	156.69	137.56
95th-Percentile Queue Length [veh/ln]	5.88	4.27	10.37	9.35
95th-Percentile Queue Length [ft/ln]	147.09	106.82	259.33	233.73

Movement, Approach, & Intersection Results

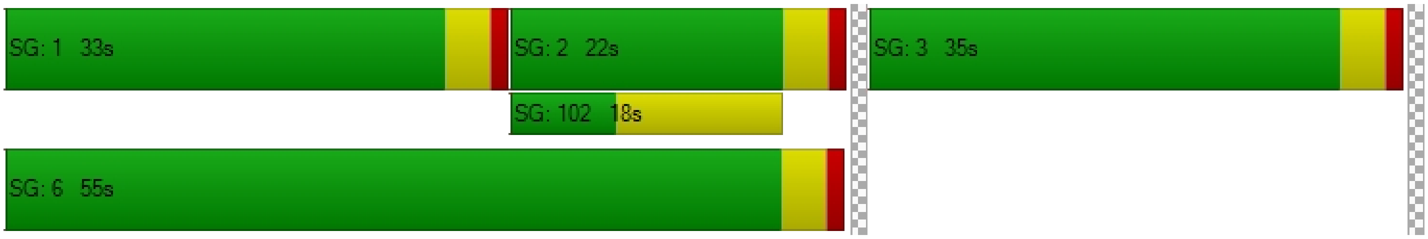
d_M, Delay for Movement [s/veh]	47.39	4.97	12.62	0.00	35.88	0.00
Movement LOS	D	A	B		D	
d_A, Approach Delay [s/veh]	8.18		12.62		35.88	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	15.10					
Intersection LOS	B					
Intersection V/C	0.629					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.603
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1133	400	689
d_b, Bicycle Delay [s]	8.46	28.81	19.35
I_b,int, Bicycle LOS Score for Intersection	2.302	2.446	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	41.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.951

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑			↑ ↑ ↱						↰ ↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	153	591	0	0	1020	152	0	0	0	408	0	1340
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	153	591	0	0	1020	152	0	0	0	408	0	1340
Peak Hour Factor	0.9180	0.9180	1.0000	1.0000	0.9180	0.9180	1.0000	1.0000	1.0000	0.9180	1.0000	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	161	0	0	278	41	0	0	0	111	0	365
Total Analysis Volume [veh/h]	167	644	0	0	1111	166	0	0	0	444	0	1460
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	49	0	0	33	0	0	0	0	71	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	47	31	31		65	65
g / C, Green / Cycle	0.10	0.39	0.26	0.26		0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.09	0.18	0.24	0.24		0.25	0.52
s, saturation flow rate [veh/h]	1781	3560	3560	1750		1781	2813
c, Capacity [veh/h]	179	1385	908	446		969	1531
d1, Uniform Delay [s]	53.53	27.33	43.74	43.98		16.59	25.89
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	18.55	1.12	18.09	32.52		0.34	4.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.46	0.94	0.95		0.46	0.95
d, Delay for Lane Group [s/veh]	72.08	28.45	61.83	76.50		16.93	30.20
Lane Group LOS	E	C	E	E		B	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	5.92	7.09	14.56	16.37		7.36	19.57
50th-Percentile Queue Length [ft/ln]	147.92	177.25	363.88	409.30		184.03	489.26
95th-Percentile Queue Length [veh/ln]	9.91	11.46	20.81	23.01		11.81	26.83
95th-Percentile Queue Length [ft/ln]	247.64	286.41	520.30	575.19		295.27	670.64

Movement, Approach, & Intersection Results

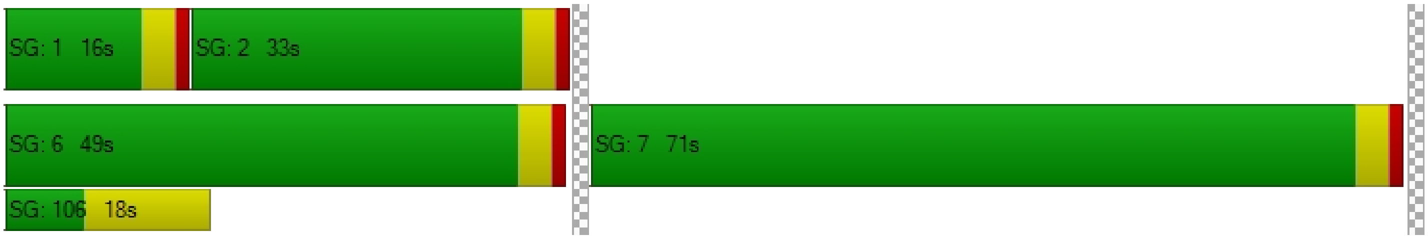
d_M, Delay for Movement [s/veh]	72.08	28.45	0.00	0.00	65.26	76.50	0.00	0.00	0.00	16.93	0.00	30.20
Movement LOS	E	C			E	E				B		C
d_A, Approach Delay [s/veh]	37.44			66.72			0.00			27.10		
Approach LOS	D			E			A			C		
d_I, Intersection Delay [s/veh]	41.88											
Intersection LOS	D											
Intersection V/C	0.951											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.49
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.609
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	750	483	0	1117
d_b, Bicycle Delay [s]	23.42	34.49	59.98	11.69
I_b,int, Bicycle LOS Score for Intersection	2.229	2.262	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↱			↰↰↑↑			↰✢					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	563	172	599	835	0	188	1	159	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	563	172	599	835	0	188	1	159	0	0	0
Peak Hour Factor	1.0000	0.9290	0.9290	0.9290	0.9290	1.0000	0.9290	0.9290	0.9290	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	152	46	161	225	0	51	0	43	0	0	0
Total Analysis Volume [veh/h]	0	606	185	645	899	0	202	1	171	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	28	0	45	73	0	0	17	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	46	46	20	70	12	12	
g / C, Green / Cycle	0.51	0.51	0.22	0.78	0.13	0.13	
(v / s)_i Volume / Saturation Flow Rate	0.21	0.23	0.19	0.25	0.11	0.11	
s, saturation flow rate [veh/h]	1870	1727	3459	3560	1781	1596	
c, Capacity [veh/h]	956	883	770	2771	237	212	
d1, Uniform Delay [s]	13.64	13.95	33.44	2.96	38.06	38.09	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.32	1.64	2.52	0.31	7.40	8.40	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.41	0.45	0.84	0.32	0.83	0.84	
d, Delay for Lane Group [s/veh]	14.96	15.59	35.96	3.27	45.46	46.49	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.03	5.19	6.83	1.72	4.65	4.24	
50th-Percentile Queue Length [ft/ln]	125.74	129.68	170.84	42.88	116.16	106.12	
95th-Percentile Queue Length [veh/ln]	8.71	8.92	11.12	3.09	8.18	7.62	
95th-Percentile Queue Length [ft/ln]	217.69	223.06	278.02	77.18	204.53	190.60	

Movement, Approach, & Intersection Results

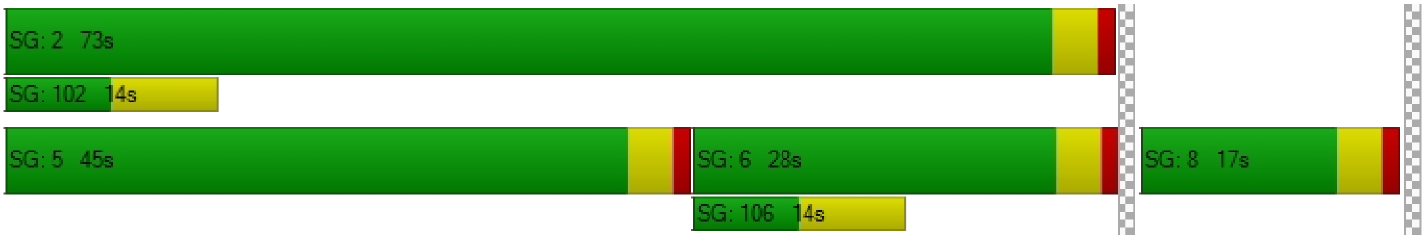
d_M, Delay for Movement [s/veh]	0.00	15.18	15.59	35.96	3.27	0.00	45.53	46.49	46.49	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	15.28			16.93			45.95			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	20.45											
Intersection LOS	C											
Intersection V/C	0.607											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.061	2.119
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	1533	289	0
d_b, Bicycle Delay [s]	24.21	2.45	32.95	45.01
I_b,int, Bicycle LOS Score for Intersection	2.212	2.833	2.177	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E-II

EXISTING PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	14.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.764

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	971	0	903	0	1533	1037	0	1295	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	971	0	903	0	1533	1037	0	1295	146
Peak Hour Factor	1.0000	1.0000	1.0000	0.9470	1.0000	0.9470	1.0000	0.9470	0.9470	1.0000	0.9470	0.9470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	256	0	238	0	405	274	0	342	39
Total Analysis Volume [veh/h]	0	0	0	1025	0	954	0	1619	1095	0	1367	154
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	44	0	0	0	46	0	0	46	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		57	57	57	57
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		25	25	24	24
g / C, Green / Cycle		0.43	0.43	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate		0.30	0.34	0.32	0.27
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1494	1216	2179	2179
d1, Uniform Delay [s]		13.09	13.93	13.70	12.77
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.57	1.15	0.51	0.30
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.69	0.78	0.74	0.63
d, Delay for Lane Group [s/veh]		13.65	15.09	14.21	13.07
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		4.56	4.60	4.98	3.90
50th-Percentile Queue Length [ft/ln]		113.97	114.89	124.46	97.46
95th-Percentile Queue Length [veh/ln]		8.06	8.11	8.64	7.02
95th-Percentile Queue Length [ft/ln]		201.51	202.78	215.95	175.43

Movement, Approach, & Intersection Results

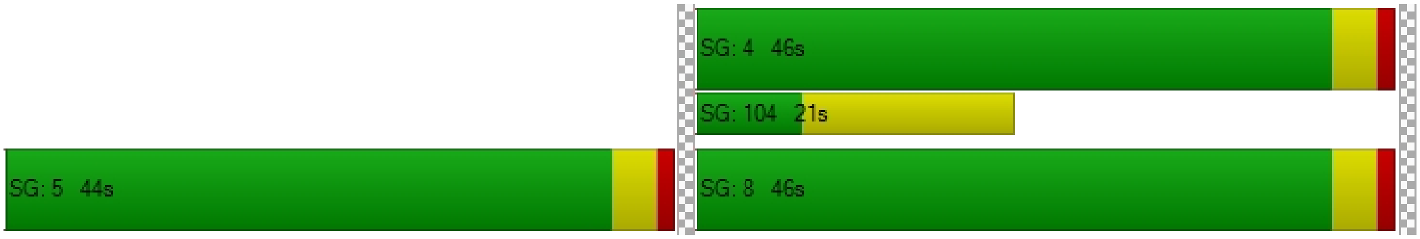
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	13.65	0.00	15.09	0.00	14.21	0.00	0.00	13.07	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			14.34			14.21			13.07		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	13.95											
Intersection LOS	B											
Intersection V/C	0.764											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	18.51	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.660	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1406	1476	1476
d_b, Bicycle Delay [s]	28.45	2.51	1.95	1.95
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.450	2.311
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	19.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.928

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰↱ ↱						↑ ↑ ↱ ↱			↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	917	0	986	0	0	0	0	1645	863	0	529	246
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	917	0	986	0	0	0	0	1645	863	0	529	246
Peak Hour Factor	0.9080	1.0000	0.9080	1.0000	1.0000	1.0000	1.0000	0.9080	0.9080	1.0000	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	252	0	271	0	0	0	0	453	238	0	146	68
Total Analysis Volume [veh/h]	1010	0	1086	0	0	0	0	1812	950	0	583	271
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	46	0	0	0	0	0	0	44	0	0	44	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	59		59	59
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	21		30	30
g / C, Green / Cycle	0.35		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.29		0.51	0.11
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1218		1821	2605
d1, Uniform Delay [s]	17.39		14.25	7.90
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.52		8.73	0.04
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.83		1.00	0.22
d, Delay for Lane Group [s/veh]	18.91		22.98	7.95
Lane Group LOS	B		C	A
Critical Lane Group	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	5.73		11.55	1.12
50th-Percentile Queue Length [ft/ln]	143.23		288.63	28.03
95th-Percentile Queue Length [veh/ln]	9.65		17.12	2.02
95th-Percentile Queue Length [ft/ln]	241.37		427.94	50.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.91	0.00	0.00	0.00	0.00	0.00	0.00	22.98	0.00	0.00	7.95	0.00
Movement LOS	B							C			A	
d_A, Approach Delay [s/veh]	18.91			0.00			22.98			7.95		
Approach LOS	B			A			C			A		
d_I, Intersection Delay [s/veh]	19.20											
Intersection LOS	B											
Intersection V/C	0.928											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	19.33
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.818
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1433	0	1365	1365
d_b, Bicycle Delay [s]	2.35	29.30	2.95	2.95
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	3.055	1.880
Bicycle LOS	A	D	C	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	22.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	352	6	92	48	0	72	19	215	0	0	92	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	352	6	92	48	0	72	19	215	0	0	92	17
Peak Hour Factor	0.8740	0.8740	0.8740	0.8740	1.0000	0.8740	0.8740	0.8740	1.0000	1.0000	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	2	26	14	0	21	5	61	0	0	26	5
Total Analysis Volume [veh/h]	403	7	105	55	0	82	22	246	0	0	105	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	63	0	63	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	33	33	33	3	54	47	47
g / C, Green / Cycle	0.35	0.35	0.35	0.35	0.35	0.03	0.57	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.31	0.03	0.03	0.04	0.05	0.01	0.07	0.03	0.03
s, saturation flow rate [veh/h]	1316	1620	1589	1281	1589	1781	3560	1870	1774
c, Capacity [veh/h]	513	567	557	471	557	50	2014	927	879
d1, Uniform Delay [s]	30.55	20.78	20.78	23.72	21.14	45.44	9.63	12.51	12.53
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.71	0.08	0.08	0.11	0.12	6.04	0.12	0.14	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.10	0.10	0.12	0.15	0.44	0.12	0.07	0.07
d, Delay for Lane Group [s/veh]	33.26	20.85	20.86	23.83	21.27	51.48	9.76	12.65	12.68
Lane Group LOS	C	C	C	C	C	D	A	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.96	0.85	0.83	0.90	1.25	0.59	1.17	0.70	0.71
50th-Percentile Queue Length [ft/ln]	224.02	21.21	20.82	22.45	31.33	14.77	29.15	17.58	17.67
95th-Percentile Queue Length [veh/ln]	13.87	1.53	1.50	1.62	2.26	1.06	2.10	1.27	1.27
95th-Percentile Queue Length [ft/ln]	346.75	38.17	37.48	40.41	56.40	26.58	52.48	31.65	31.80

Movement, Approach, & Intersection Results

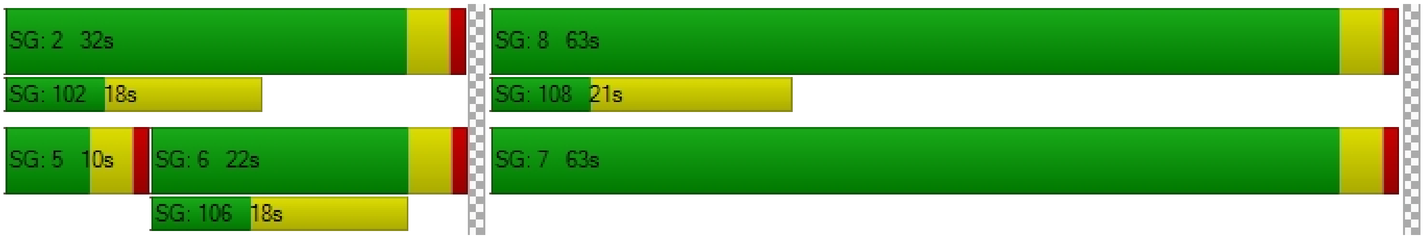
d_M, Delay for Movement [s/veh]	33.26	20.85	20.86	23.83	0.00	21.27	51.48	9.76	0.00	0.00	12.66	12.68
Movement LOS	C	C	C	C		C	D	A			B	B
d_A, Approach Delay [s/veh]	30.56			22.29			13.18			12.67		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	22.89											
Intersection LOS	C											
Intersection V/C	0.430											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	0.00	37.14
I_p,int, Pedestrian LOS Score for Intersection	2.259	2.003	0.000	2.341
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1242	1242	589	379
d_b, Bicycle Delay [s]	6.82	6.82	23.63	31.21
I_b,int, Bicycle LOS Score for Intersection	2.409	1.560	1.781	1.662
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	179	841	0	0	2448	296	0	0	0	614	0	776
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	179	841	0	0	2448	296	0	0	0	614	0	776
Peak Hour Factor	0.9070	0.9070	1.0000	1.0000	0.9070	0.9070	1.0000	1.0000	1.0000	0.9070	1.0000	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	232	0	0	675	82	0	0	0	169	0	214
Total Analysis Volume [veh/h]	197	927	0	0	2699	326	0	0	0	677	0	856
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	23	41	0	0	18	0	0	0	0	59	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	56	39	39		36	36
g / C, Green / Cycle	0.13	0.56	0.39	0.39		0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.11	0.18	0.26	0.21		0.20	0.30
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	232	2862	3991	623		1238	1007
d1, Uniform Delay [s]	42.54	11.73	25.17	23.27		25.62	29.62
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.44	0.30	0.94	3.13		0.38	2.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.32	0.68	0.52		0.55	0.85
d, Delay for Lane Group [s/veh]	50.98	12.03	26.10	26.40		26.00	31.73
Lane Group LOS	D	B	C	C		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	5.26	3.59	8.74	6.29		6.36	9.49
50th-Percentile Queue Length [ft/ln]	131.44	89.67	218.62	157.15		158.91	237.30
95th-Percentile Queue Length [veh/ln]	9.02	6.46	13.59	10.40		10.49	14.54
95th-Percentile Queue Length [ft/ln]	225.45	161.41	339.86	259.94		262.28	363.61

Movement, Approach, & Intersection Results

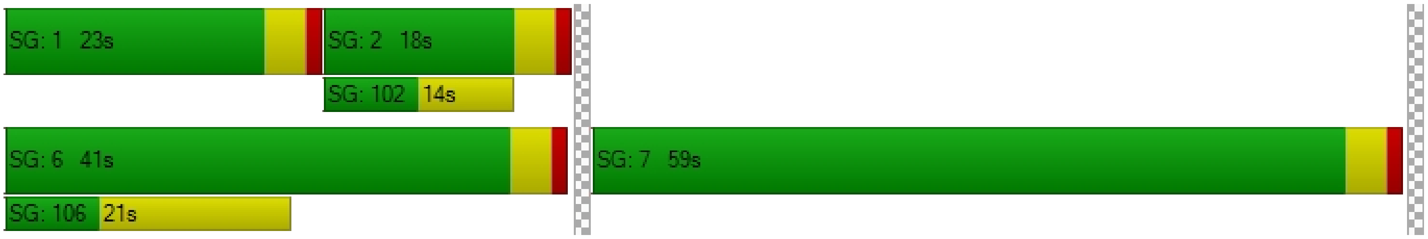
d_M, Delay for Movement [s/veh]	50.98	12.03	0.00	0.00	26.10	26.40	0.00	0.00	0.00	26.00	0.00	31.73
Movement LOS	D	B			C	C				C		C
d_A, Approach Delay [s/veh]	18.86			26.13			0.00			29.20		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	25.52											
Intersection LOS	C											
Intersection V/C	0.773											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.938	2.604
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	280	0	1100
d_b, Bicycle Delay [s]	19.85	36.98	50.00	10.13
I_b,int, Bicycle LOS Score for Intersection	2.178	2.391	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	35.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.974

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	855	1129	1544	1647	0	185	0	326	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	855	1129	1544	1647	0	185	0	326	0	0	0
Peak Hour Factor	1.0000	0.8770	0.8770	0.8770	0.8770	1.0000	0.8770	1.0000	0.8770	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	244	322	440	469	0	53	0	93	0	0	0
Total Analysis Volume [veh/h]	0	975	1287	1761	1878	0	211	0	372	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	54	0	46	100	0	20	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	120	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	50	50	50	42	96	16	16	
g / C, Green / Cycle	0.42	0.42	0.42	0.35	0.80	0.13	0.13	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.40	0.40	0.34	0.37	0.06	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2122	662	662	1815	4074	462	376	
d1, Uniform Delay [s]	25.25	34.31	34.31	38.39	3.81	47.95	51.89	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.72	28.73	28.73	5.08	0.38	0.71	19.30	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.46	0.97	0.97	0.97	0.46	0.46	0.99	
d, Delay for Lane Group [s/veh]	25.97	63.03	63.03	43.47	4.19	48.66	71.19	
Lane Group LOS	C	E	E	D	A	D	E	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.80	23.19	23.19	17.54	3.90	2.97	6.58	
50th-Percentile Queue Length [ft/ln]	169.92	579.70	579.70	438.61	97.41	74.15	164.49	
95th-Percentile Queue Length [veh/ln]	11.07	31.09	31.09	24.41	7.01	5.34	10.79	
95th-Percentile Queue Length [ft/ln]	276.81	777.13	777.13	610.34	175.34	133.47	269.65	

Movement, Approach, & Intersection Results

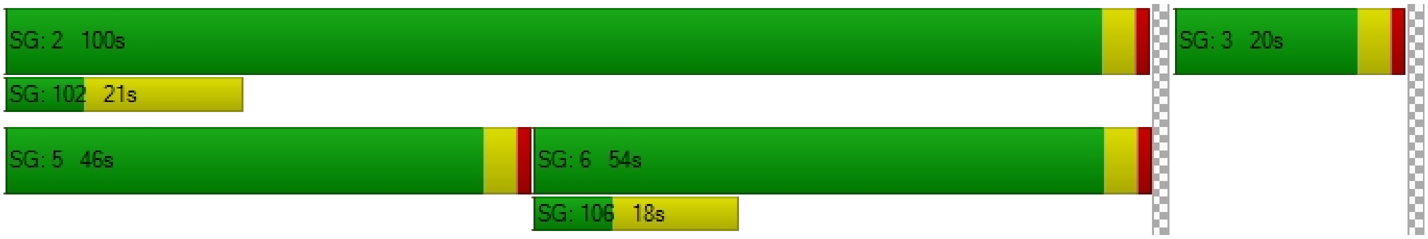
d_M, Delay for Movement [s/veh]	0.00	25.97	63.03	43.47	4.19	0.00	48.66	0.00	71.19	0.00	0.00	0.00
Movement LOS		C	E	D	A		D		E			
d_A, Approach Delay [s/veh]	47.06			23.20			63.03			0.00		
Approach LOS	D			C			E			A		
d_I, Intersection Delay [s/veh]	35.10											
Intersection LOS	D											
Intersection V/C	0.974											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.427	2.945
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	833	1600	267	0
d_b, Bicycle Delay [s]	20.41	2.40	45.06	59.99
I_b,int, Bicycle LOS Score for Intersection	2.493	3.561	1.560	4.132
Bicycle LOS	B	D	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.373

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↑↑↑↱			↑↑↑↑↑↱			↱↱			↰↰↑↑↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	1540	193	0	2127	8	0	0	34	122	74	699
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1540	193	0	2127	8	0	0	34	122	74	699
Peak Hour Factor	1.0000	0.9380	0.9380	1.0000	0.9380	0.9380	1.0000	1.0000	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	410	51	0	567	2	0	0	9	33	20	186
Total Analysis Volume [veh/h]	0	1642	206	0	2268	9	0	0	36	130	79	745
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	53	0	0	53	0	0	0	10	0	27	27
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	64	64	64	4	10	10	10	78
g / C, Green / Cycle	0.71	0.71	0.71	0.04	0.11	0.11	0.11	0.87
(v / s)_i Volume / Saturation Flow Rate	0.24	0.27	0.24	0.01	0.04	0.04	0.04	0.26
s, saturation flow rate [veh/h]	6792	6792	1863	2813	1781	1790	1702	2813
c, Capacity [veh/h]	4848	4848	1330	114	200	201	191	2449
d1, Uniform Delay [s]	4.86	5.04	4.88	41.98	36.89	36.89	37.04	1.03
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.19	0.22	0.70	1.56	1.01	1.00	1.22	0.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.38	0.34	0.32	0.34	0.34	0.38	0.30
d, Delay for Lane Group [s/veh]	5.05	5.26	5.58	43.53	37.90	37.89	38.26	1.35
Lane Group LOS	A	A	A	D	D	D	D	A
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.36	2.72	2.82	0.41	1.43	1.44	1.51	0.28
50th-Percentile Queue Length [ft/ln]	59.06	67.93	70.46	10.24	35.78	35.95	37.86	7.05
95th-Percentile Queue Length [veh/ln]	4.25	4.89	5.07	0.74	2.58	2.59	2.73	0.51
95th-Percentile Queue Length [ft/ln]	106.31	122.28	126.83	18.44	64.40	64.71	68.15	12.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	5.05	0.00	0.00	5.33	5.58	0.00	0.00	43.53	37.90	38.23	1.35
Movement LOS		A			A	A			D	D	D	A
d_A, Approach Delay [s/veh]	5.05			5.33			43.53			9.38		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	6.30											
Intersection LOS	A											
Intersection V/C	0.373											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.161	2.607
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1089	1089	133	511
d_b, Bicycle Delay [s]	9.35	9.35	39.21	24.95
I_b,int, Bicycle LOS Score for Intersection	2.237	2.311	1.560	2.347
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.473

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	114	1128	1016	916	606	529
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	1128	1016	916	606	529
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	31	304	274	247	163	0
Total Analysis Volume [veh/h]	123	1217	1096	988	654	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	39	61	22	0	29	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	67	55	15
g / C, Green / Cycle	0.09	0.75	0.62	0.16
(v / s)_i Volume / Saturation Flow Rate	0.07	0.18	0.22	0.13
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	159	5080	3130	846
d1, Uniform Delay [s]	40.13	3.48	8.52	36.08
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.85	0.11	0.31	1.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.24	0.35	0.77
d, Delay for Lane Group [s/veh]	47.98	3.59	8.83	37.62
Lane Group LOS	D	A	A	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	2.98	1.30	3.23	4.62
50th-Percentile Queue Length [ft/ln]	74.40	32.59	80.68	115.57
95th-Percentile Queue Length [veh/ln]	5.36	2.35	5.81	8.15
95th-Percentile Queue Length [ft/ln]	133.91	58.67	145.23	203.73

Movement, Approach, & Intersection Results

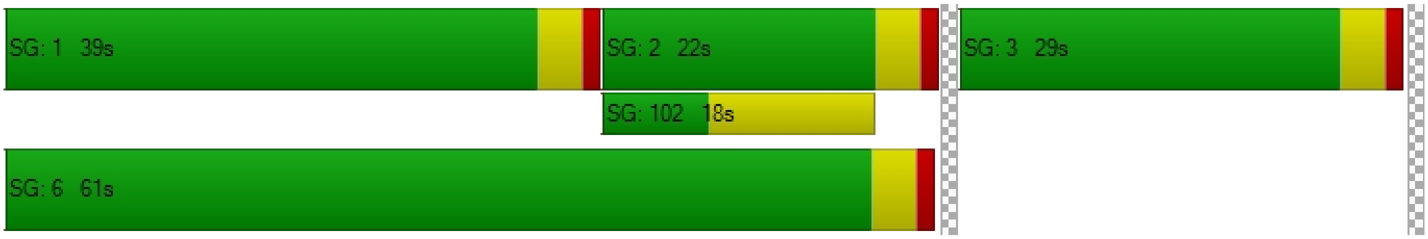
d_M, Delay for Movement [s/veh]	47.98	3.59	8.83	0.00	37.62	0.00
Movement LOS	D	A	A		D	
d_A, Approach Delay [s/veh]	7.67		8.83		37.62	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	14.42					
Intersection LOS	B					
Intersection V/C	0.473					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.579
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1266	400	555
d_b, Bicycle Delay [s]	6.06	28.81	23.48
I_b,int, Bicycle LOS Score for Intersection	2.112	2.162	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	159	315	0	0	976	97	0	0	0	175	0	509
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	315	0	0	976	97	0	0	0	175	0	509
Peak Hour Factor	0.8120	0.8120	1.0000	1.0000	0.8120	0.8120	1.0000	1.0000	1.0000	0.8120	1.0000	0.8120
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	97	0	0	300	30	0	0	0	54	0	157
Total Analysis Volume [veh/h]	196	388	0	0	1202	119	0	0	0	216	0	627
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	17	31	0	0	14	0	0	0	0	59	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	58	43	43		24	24
g / C, Green / Cycle	0.13	0.65	0.47	0.47		0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.25	0.25		0.12	0.22
s, saturation flow rate [veh/h]	1781	3560	3560	1785		1781	2813
c, Capacity [veh/h]	232	2310	1689	847		467	738
d1, Uniform Delay [s]	38.28	6.23	16.53	16.52		27.88	31.53
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.23	0.16	1.16	2.28		0.71	2.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.17	0.52	0.52		0.46	0.85
d, Delay for Lane Group [s/veh]	46.51	6.39	17.69	18.80		28.60	34.38
Lane Group LOS	D	A	B	B		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.69	1.33	6.27	6.53		3.92	6.57
50th-Percentile Queue Length [ft/ln]	117.17	33.34	156.71	163.22		97.98	164.31
95th-Percentile Queue Length [veh/ln]	8.24	2.40	10.37	10.72		7.05	10.78
95th-Percentile Queue Length [ft/ln]	205.93	60.02	259.37	267.98		176.36	269.42

Movement, Approach, & Intersection Results

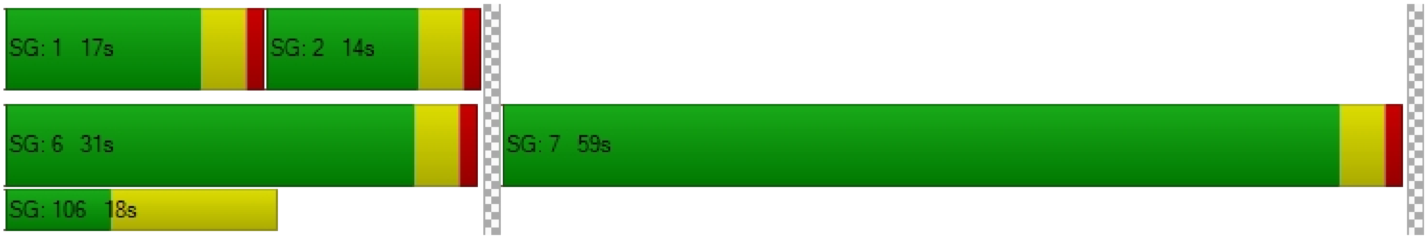
d_M, Delay for Movement [s/veh]	46.51	6.39	0.00	0.00	17.98	18.80	0.00	0.00	0.00	28.60	0.00	34.38
Movement LOS	D	A			B	B				C		C
d_A, Approach Delay [s/veh]	19.85			18.06			0.00			32.90		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	22.99											
Intersection LOS	C											
Intersection V/C	0.670											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.336
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	222	0	1222
d_b, Bicycle Delay [s]	22.06	35.57	45.01	6.81
I_b,int, Bicycle LOS Score for Intersection	2.041	2.286	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↱			↰ ↰ ↑ ↑			↰ ↰↑↱					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	343	381	618	604	0	123	1	206	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	343	381	618	604	0	123	1	206	0	0	0
Peak Hour Factor	1.0000	0.8010	0.8010	0.8010	0.8010	1.0000	0.8010	0.8010	0.8010	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	107	119	193	189	0	38	0	64	0	0	0
Total Analysis Volume [veh/h]	0	428	476	772	754	0	154	1	257	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	44	62	0	0	33	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	41	41	25	69	18	18	
g / C, Green / Cycle	0.43	0.43	0.26	0.73	0.19	0.19	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.30	0.22	0.21	0.09	0.16	
s, saturation flow rate [veh/h]	1870	1589	3459	3560	1781	1590	
c, Capacity [veh/h]	799	679	895	2592	335	299	
d1, Uniform Delay [s]	20.23	22.27	33.61	4.46	34.30	37.40	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.57	5.96	2.62	0.28	0.99	7.34	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.54	0.70	0.86	0.29	0.46	0.86	
d, Delay for Lane Group [s/veh]	22.80	28.23	36.23	4.75	35.29	44.74	
Lane Group LOS	C	C	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.36	9.44	8.61	2.16	3.22	6.32	
50th-Percentile Queue Length [ft/ln]	184.00	235.89	215.37	53.91	80.48	158.06	
95th-Percentile Queue Length [veh/ln]	11.81	14.47	13.43	3.88	5.79	10.45	
95th-Percentile Queue Length [ft/ln]	295.23	361.83	335.71	97.04	144.86	261.15	

Movement, Approach, & Intersection Results

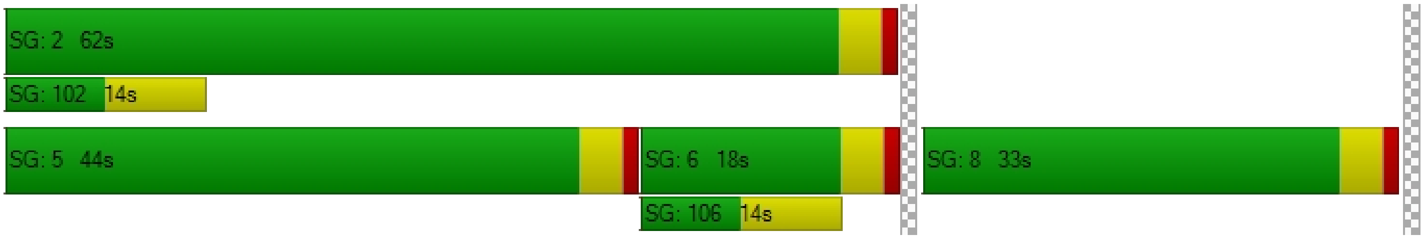
d_M, Delay for Movement [s/veh]	0.00	22.80	28.23	36.23	4.75	0.00	35.29	44.74	44.74	0.00	0.00	0.00
Movement LOS		C	C	D	A		D	D	D			
d_A, Approach Delay [s/veh]	25.66			20.67			41.20			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	25.23											
Intersection LOS	C											
Intersection V/C	0.784											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.076	2.326
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	295	1221	610	0
d_b, Bicycle Delay [s]	34.54	7.21	22.93	47.51
I_b,int, Bicycle LOS Score for Intersection	2.305	2.819	2.239	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.750

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	291	0	742	0	1208	1050	0	1558	608
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	291	0	742	0	1208	1050	0	1558	608
Peak Hour Factor	1.0000	1.0000	1.0000	0.8960	1.0000	0.8960	1.0000	0.8960	0.8960	1.0000	0.8960	0.8960
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	81	0	207	0	337	293	0	435	170
Total Analysis Volume [veh/h]	0	0	0	325	0	828	0	1348	1172	0	1739	679
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	55	0	0	0	60	0	0	60	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		53	53	53	53
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		19	19	25	25
g / C, Green / Cycle		0.37	0.37	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate		0.09	0.29	0.26	0.34
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1284	1044	2431	2431
d1, Uniform Delay [s]		11.52	14.79	9.81	10.95
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.10	1.41	0.20	0.40
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.25	0.79	0.55	0.72
d, Delay for Lane Group [s/veh]		11.62	16.20	10.01	11.35
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		1.15	3.91	2.95	4.27
50th-Percentile Queue Length [ft/ln]		28.77	97.70	73.73	106.84
95th-Percentile Queue Length [veh/ln]		2.07	7.03	5.31	7.66
95th-Percentile Queue Length [ft/ln]		51.79	175.87	132.71	191.60

Movement, Approach, & Intersection Results

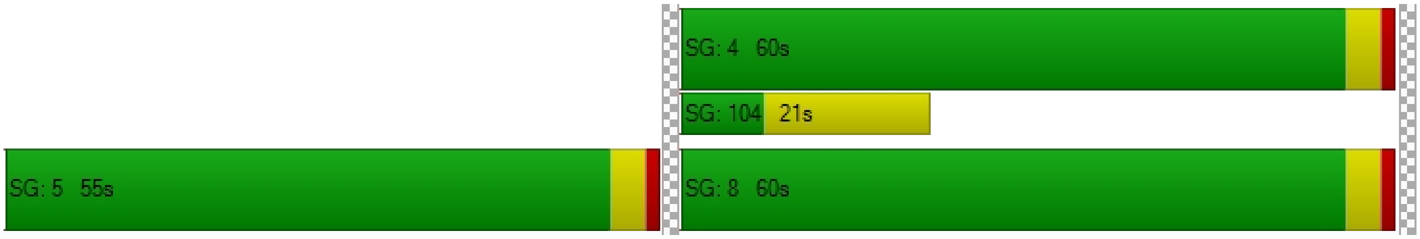
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.62	0.00	16.20	0.00	10.01	0.00	0.00	11.35	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			14.91			10.01			11.35		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	11.89											
Intersection LOS	B											
Intersection V/C	0.750											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	16.45	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.494	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1939	2129	2129
d_b, Bicycle Delay [s]	26.30	0.02	0.11	0.11
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.301	2.516
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↱						↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	647	0	430	0	0	0	0	723	761	0	1527	1092
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	647	0	430	0	0	0	0	723	761	0	1527	1092
Peak Hour Factor	0.9240	1.0000	0.9240	1.0000	1.0000	1.0000	1.0000	0.9240	0.9240	1.0000	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	175	0	116	0	0	0	0	196	206	0	413	295
Total Analysis Volume [veh/h]	700	0	465	0	0	0	0	782	824	0	1653	1182
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	47	0	0	0	0	0	0	73	0	0	73	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	40		40	40
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	12		21	21
g / C, Green / Cycle	0.29		0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.20		0.22	0.32
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	992		1835	2626
d1, Uniform Delay [s]	12.90		6.09	7.03
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	0.93		0.16	0.25
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.71		0.43	0.63
d, Delay for Lane Group [s/veh]	13.84		6.24	7.28
Lane Group LOS	B		A	A
Critical Lane Group	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	2.37		1.31	2.13
50th-Percentile Queue Length [ft/ln]	59.23		32.81	53.31
95th-Percentile Queue Length [veh/ln]	4.26		2.36	3.84
95th-Percentile Queue Length [ft/ln]	106.62		59.06	95.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.84	0.00	0.00	0.00	0.00	0.00	0.00	6.24	0.00	0.00	7.28	0.00
Movement LOS	B							A			A	
d_A, Approach Delay [s/veh]	13.84			0.00			6.24			7.28		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.49											
Intersection LOS	A											
Intersection V/C	0.657											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	10.65
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.801
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2135	0	3425	3425
d_b, Bicycle Delay [s]	0.09	20.14	10.23	10.23
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	2.205	2.469
Bicycle LOS	A	D	B	B

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	476	30	193	28	0	39	43	398	0	0	370	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	476	30	193	28	0	39	43	398	0	0	370	33
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	125	8	51	7	0	10	11	105	0	0	97	9
Total Analysis Volume [veh/h]	501	32	203	29	0	41	45	419	0	0	389	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	37	37	4	45	37	37
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.41	0.05	0.50	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.37	0.07	0.07	0.03	0.03	0.03	0.12	0.11	0.12
s, saturation flow rate [veh/h]	1366	1656	1589	1145	1589	1781	3560	1870	1817
c, Capacity [veh/h]	619	684	657	480	657	80	1773	764	742
d1, Uniform Delay [s]	26.05	16.70	16.72	19.53	15.91	42.09	12.86	17.77	17.83
k, delay calibration	0.18	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.20	0.12	0.13	0.05	0.04	5.96	0.31	0.90	0.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.17	0.18	0.06	0.06	0.56	0.24	0.28	0.29
d, Delay for Lane Group [s/veh]	30.25	16.82	16.84	19.58	15.95	48.05	13.17	18.67	18.80
Lane Group LOS	C	B	B	B	B	D	B	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.42	1.54	1.49	0.41	0.50	1.10	2.37	3.04	3.06
50th-Percentile Queue Length [ft/ln]	260.52	38.49	37.35	10.13	12.59	27.55	59.29	75.93	76.39
95th-Percentile Queue Length [veh/ln]	15.71	2.77	2.69	0.73	0.91	1.98	4.27	5.47	5.50
95th-Percentile Queue Length [ft/ln]	392.87	69.28	67.23	18.23	22.66	49.59	106.71	136.67	137.50

Movement, Approach, & Intersection Results

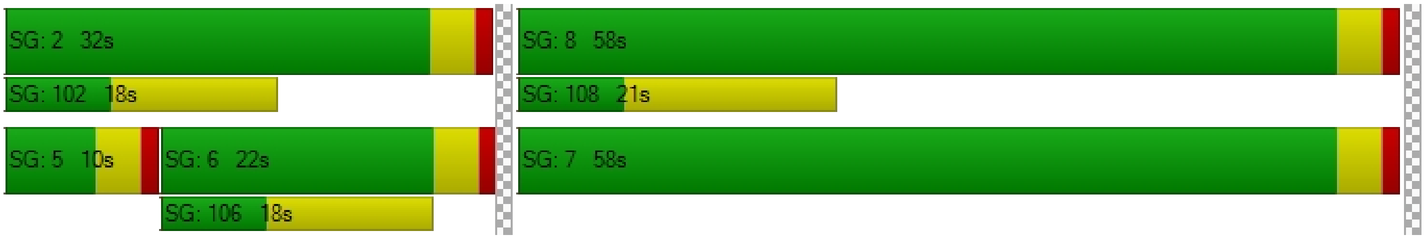
d_M, Delay for Movement [s/veh]	30.25	16.82	16.83	19.58	0.00	15.95	48.05	13.17	0.00	0.00	18.73	18.80
Movement LOS	C	B	B	B		B	D	B			B	B
d_A, Approach Delay [s/veh]	25.97			17.46			16.55			18.74		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	21.23											
Intersection LOS	C											
Intersection V/C	0.587											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.310	1.999	0.000	2.434
Crosswalk LOS	B	A	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.774	1.560	1.942	1.909
Bicycle LOS	C	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	30.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.838

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	225	1325	0	0	1843	258	0	0	0	846	0	1072
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	1325	0	0	1843	258	0	0	0	846	0	1072
Peak Hour Factor	0.9270	0.9270	1.0000	1.0000	0.9270	0.9270	1.0000	1.0000	1.0000	0.9270	1.0000	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	357	0	0	497	70	0	0	0	228	0	289
Total Analysis Volume [veh/h]	243	1429	0	0	1988	278	0	0	0	913	0	1156
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	26	44	0	0	18	0	0	0	0	61	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	105	105	105	105		105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	16	48	28	28		49	49
g / C, Green / Cycle	0.16	0.46	0.26	0.26		0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.14	0.28	0.20	0.17		0.26	0.41
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	276	2328	2687	419		1614	1313
d1, Uniform Delay [s]	43.38	21.51	35.36	34.49		20.28	25.34
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.79	1.22	1.88	8.03		0.31	2.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.61	0.74	0.66		0.57	0.88
d, Delay for Lane Group [s/veh]	52.17	22.73	37.23	42.52		20.60	27.44
Lane Group LOS	D	C	D	D		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	6.80	8.84	7.89	7.20		7.93	12.81
50th-Percentile Queue Length [ft/ln]	169.92	220.95	197.14	179.95		198.17	320.28
95th-Percentile Queue Length [veh/ln]	11.07	13.71	12.49	11.60		12.54	18.68
95th-Percentile Queue Length [ft/ln]	276.81	342.83	312.28	289.95		313.61	467.03

Movement, Approach, & Intersection Results

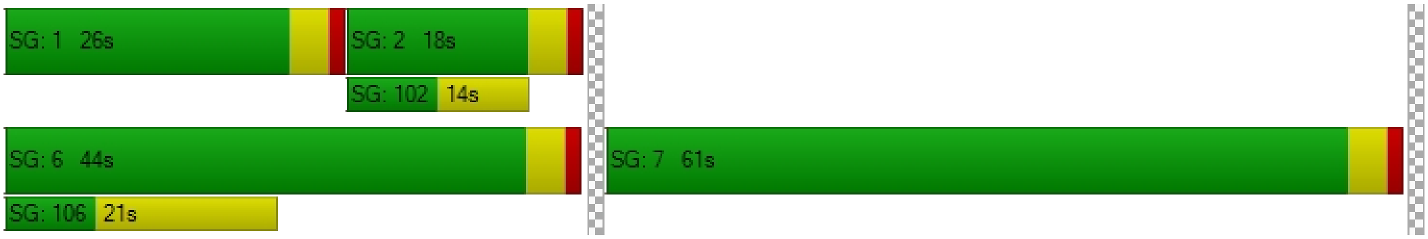
d_M, Delay for Movement [s/veh]	52.17	22.73	0.00	0.00	37.23	42.52	0.00	0.00	0.00	20.60	0.00	27.44
Movement LOS	D	C			D	D				C		C
d_A, Approach Delay [s/veh]	27.01			37.88			0.00			24.42		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	30.22											
Intersection LOS	C											
Intersection V/C	0.838											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	42.07	42.07
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.939	2.711
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	762	267	0	1086
d_b, Bicycle Delay [s]	20.12	39.43	52.50	10.97
I_b,int, Bicycle LOS Score for Intersection	2.479	2.183	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1137	649	1037	1603	0	312	0	357	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1137	649	1037	1603	0	312	0	357	0	0	0
Peak Hour Factor	1.0000	0.9690	0.9690	0.9690	0.9690	1.0000	0.9690	1.0000	0.9690	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	293	167	268	414	0	80	0	92	0	0	0
Total Analysis Volume [veh/h]	0	1173	670	1070	1654	0	322	0	368	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	22	0	48	70	0	25	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	95	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	44	44	44	24	72	15	15	
g / C, Green / Cycle	0.46	0.46	0.46	0.25	0.75	0.16	0.16	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.23	0.23	0.21	0.32	0.09	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2335	729	729	1318	3843	558	454	
d1, Uniform Delay [s]	17.80	18.15	18.15	33.31	4.24	36.85	38.45	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.69	2.50	2.50	1.26	0.35	0.95	3.52	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.47	0.51	0.51	0.81	0.43	0.58	0.81	
d, Delay for Lane Group [s/veh]	18.49	20.65	20.65	34.57	4.60	37.79	41.97	
Lane Group LOS	B	C	C	C	A	D	D	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.52	5.98	5.98	7.71	3.06	3.49	4.30	
50th-Percentile Queue Length [ft/ln]	137.97	149.47	149.47	192.64	76.46	87.29	107.45	
95th-Percentile Queue Length [veh/ln]	9.37	9.99	9.99	12.26	5.51	6.28	7.70	
95th-Percentile Queue Length [ft/ln]	234.28	249.73	249.73	306.46	137.64	157.12	192.45	

Movement, Approach, & Intersection Results

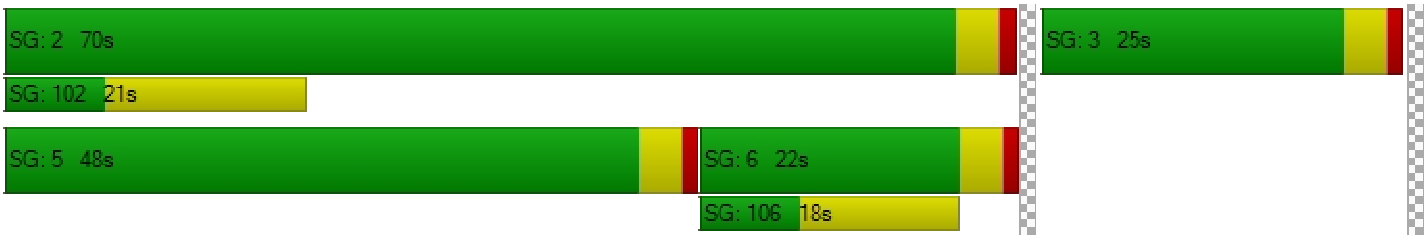
d_M, Delay for Movement [s/veh]	0.00	18.49	20.65	34.57	4.60	0.00	37.79	0.00	41.97	0.00	0.00	0.00
Movement LOS		B	C	C	A		D		D			
d_A, Approach Delay [s/veh]	19.36			16.37			40.02			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	20.52											
Intersection LOS	C											
Intersection V/C	0.651											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.437	2.508
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	379	1389	442	0
d_b, Bicycle Delay [s]	31.21	4.43	28.83	47.51
I_b,int, Bicycle LOS Score for Intersection	2.320	3.058	1.560	4.132
Bicycle LOS	B	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.662

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑ ↑ ↑ ↱			↑ ↑ ↑ ↑ ↑↱			↱ ↱			↰ ↰↑ ↑ ↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	2166	185	0	2229	20	0	0	196	361	309	1236
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2166	185	0	2229	20	0	0	196	361	309	1236
Peak Hour Factor	1.0000	0.9540	0.9540	1.0000	0.9540	0.9540	1.0000	1.0000	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	568	48	0	584	5	0	0	51	95	81	324
Total Analysis Volume [veh/h]	0	2270	194	0	2336	21	0	0	205	378	324	1296
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	30	0	0	30	0	0	0	39	0	21	21
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	52	52	52	9	17	17	17	73
g / C, Green / Cycle	0.58	0.58	0.58	0.10	0.19	0.19	0.19	0.81
(v / s)_i Volume / Saturation Flow Rate	0.33	0.28	0.25	0.07	0.13	0.13	0.14	0.46
s, saturation flow rate [veh/h]	6792	6792	1855	2813	1781	1814	1702	2813
c, Capacity [veh/h]	3927	3927	1073	279	337	343	322	2284
d1, Uniform Delay [s]	12.04	11.09	10.74	39.42	34.08	33.99	34.33	2.95
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.63	0.42	1.31	3.72	2.57	2.38	3.13	1.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.48	0.44	0.73	0.69	0.68	0.73	0.57
d, Delay for Lane Group [s/veh]	12.66	11.52	12.05	43.14	36.65	36.37	37.45	3.98
Lane Group LOS	B	B	B	D	D	D	D	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	6.68	5.10	5.21	2.32	4.93	4.91	5.00	2.49
50th-Percentile Queue Length [ft/ln]	166.90	127.39	130.33	57.96	123.2	122.6	125.1	62.37
95th-Percentile Queue Length [veh/ln]	10.91	8.80	8.96	4.17	8.57	8.54	8.67	4.49
95th-Percentile Queue Length [ft/ln]	272.84	219.94	223.94	104.32	214.3	213.4	216.8	112.2

Movement, Approach, & Intersection Results

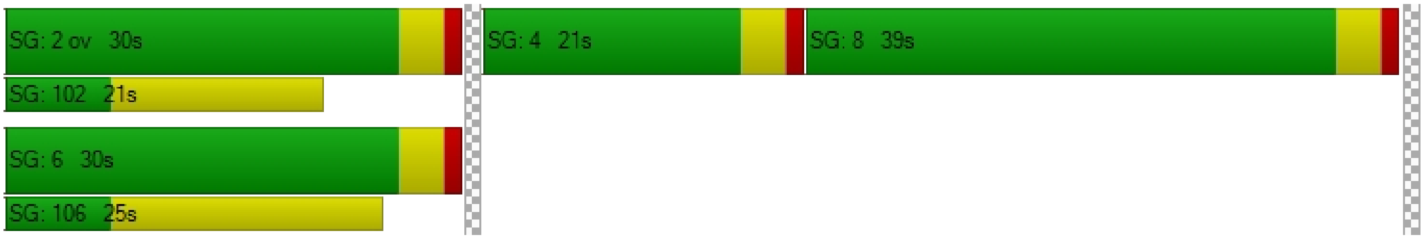
d_M, Delay for Movement [s/veh]	0.00	12.66	0.00	0.00	11.62	12.05	0.00	0.00	43.14	36.65	37.15	3.98
Movement LOS		B			B	B			D	D	D	A
d_A, Approach Delay [s/veh]	12.66			11.62			43.14			15.52		
Approach LOS	B			B			D			B		
d_I, Intersection Delay [s/veh]	14.06											
Intersection LOS	B											
Intersection V/C	0.662											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.70	34.70
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.265	2.777
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	577	577	777	378
d_b, Bicycle Delay [s]	22.78	22.78	16.83	29.63
I_b,int, Bicycle LOS Score for Intersection	2.496	2.337	1.560	3.208
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	128	1583	1528	915	787	334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	1583	1528	915	787	334
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	34	419	405	242	208	0
Total Analysis Volume [veh/h]	136	1677	1619	969	834	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	30	52	22	0	38	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	64	51	18
g / C, Green / Cycle	0.10	0.71	0.57	0.20
(v / s)_i Volume / Saturation Flow Rate	0.08	0.25	0.32	0.16
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	173	4801	2880	1060
d1, Uniform Delay [s]	39.75	5.14	12.46	33.97
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.71	0.20	0.80	1.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.35	0.56	0.79
d, Delay for Lane Group [s/veh]	47.46	5.34	13.26	35.30
Lane Group LOS	D	A	B	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.27	2.54	6.52	5.77
50th-Percentile Queue Length [ft/ln]	81.79	63.50	162.95	144.21
95th-Percentile Queue Length [veh/ln]	5.89	4.57	10.70	9.71
95th-Percentile Queue Length [ft/ln]	147.22	114.30	267.62	242.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.46	5.34	13.26	0.00	35.30	0.00
Movement LOS	D	A	B		D	
d_A, Approach Delay [s/veh]	8.50		13.26		35.30	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	15.55					
Intersection LOS	B					
Intersection V/C	0.640					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.610
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1066	400	755
d_b, Bicycle Delay [s]	9.81	28.81	17.43
I_b,int, Bicycle LOS Score for Intersection	2.307	2.450	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	43.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.965

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	153	592	0	0	1035	152	0	0	0	408	0	1366
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	153	592	0	0	1035	152	0	0	0	408	0	1366
Peak Hour Factor	0.9180	0.9180	1.0000	1.0000	0.9180	0.9180	1.0000	1.0000	1.0000	0.9180	1.0000	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	161	0	0	282	41	0	0	0	111	0	372
Total Analysis Volume [veh/h]	167	645	0	0	1127	166	0	0	0	444	0	1488
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	50	0	0	34	0	0	0	0	70	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	47	31	31		65	65
g / C, Green / Cycle	0.10	0.39	0.25	0.25		0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.09	0.18	0.24	0.25		0.25	0.53
s, saturation flow rate [veh/h]	1781	3560	3560	1751		1781	2813
c, Capacity [veh/h]	179	1384	907	446		970	1532
d1, Uniform Delay [s]	53.53	27.37	43.95	44.19		16.56	26.39
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	18.55	1.13	20.09	35.06		0.34	5.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.47	0.95	0.97		0.46	0.97
d, Delay for Lane Group [s/veh]	72.08	28.50	64.05	79.25		16.90	32.25
Lane Group LOS	E	C	E	E		B	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	5.92	7.11	15.02	16.90		7.35	20.63
50th-Percentile Queue Length [ft/ln]	147.92	177.81	375.47	422.44		183.71	515.66
95th-Percentile Queue Length [veh/ln]	9.91	11.49	21.37	23.64		11.79	28.07
95th-Percentile Queue Length [ft/ln]	247.64	287.16	534.36	590.98		294.85	701.86

Movement, Approach, & Intersection Results

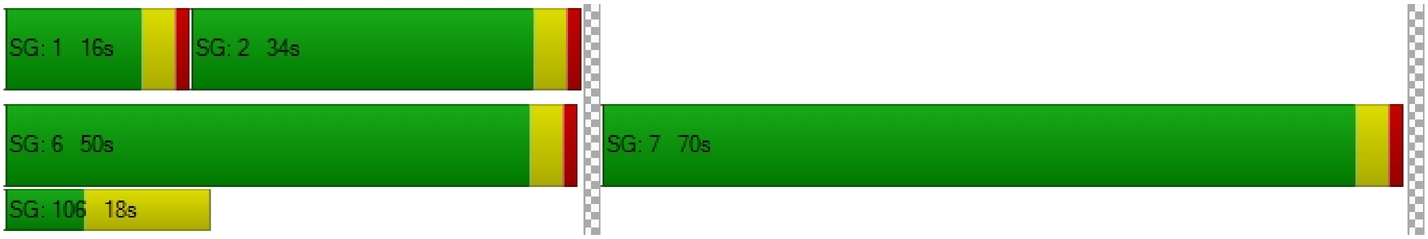
d_M, Delay for Movement [s/veh]	72.08	28.50	0.00	0.00	67.62	79.25	0.00	0.00	0.00	16.90	0.00	32.25
Movement LOS	E	C			E	E				B		C
d_A, Approach Delay [s/veh]	37.47			69.11			0.00			28.72		
Approach LOS	D			E			A			C		
d_I, Intersection Delay [s/veh]	43.42											
Intersection LOS	D											
Intersection V/C	0.965											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.49
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.616
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	767	500	0	1100
d_b, Bicycle Delay [s]	22.80	33.73	59.98	12.14
I_b,int, Bicycle LOS Score for Intersection	2.230	2.271	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

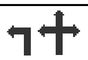
Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	564	172	614	835	0	188	1	159	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	564	172	614	835	0	188	1	159	0	0	0
Peak Hour Factor	1.0000	0.9290	0.9290	0.9290	0.9290	1.0000	0.9290	0.9290	0.9290	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	152	46	165	225	0	51	0	43	0	0	0
Total Analysis Volume [veh/h]	0	607	185	661	899	0	202	1	171	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	48	66	0	0	29	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	49	49	21	74	13	13	
g / C, Green / Cycle	0.51	0.51	0.23	0.78	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.21	0.23	0.19	0.25	0.11	0.11	
s, saturation flow rate [veh/h]	1870	1728	3459	3560	1781	1596	
c, Capacity [veh/h]	955	882	781	2771	245	219	
d1, Uniform Delay [s]	14.44	14.77	35.22	3.12	39.74	39.76	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.33	1.65	2.65	0.31	6.08	6.90	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.41	0.45	0.85	0.32	0.80	0.81	
d, Delay for Lane Group [s/veh]	15.77	16.42	37.87	3.43	45.82	46.66	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.39	5.56	7.46	1.90	4.81	4.39	
50th-Percentile Queue Length [ft/ln]	134.74	138.90	186.51	47.52	120.29	109.64	
95th-Percentile Queue Length [veh/ln]	9.20	9.42	11.94	3.42	8.41	7.82	
95th-Percentile Queue Length [ft/ln]	229.92	235.54	298.49	85.53	210.23	195.50	

Movement, Approach, & Intersection Results

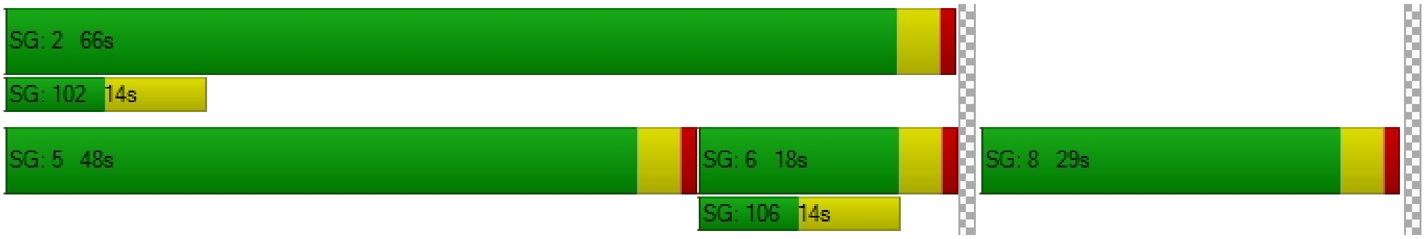
d_M, Delay for Movement [s/veh]	0.00	16.00	16.42	37.87	3.43	0.00	45.87	46.66	46.66	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	16.09			18.03			46.22			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	21.33											
Intersection LOS	C											
Intersection V/C	0.608											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.064	2.130
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	295	1305	526	0
d_b, Bicycle Delay [s]	34.54	5.74	25.80	47.51
I_b,int, Bicycle LOS Score for Intersection	2.213	2.847	2.177	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E-III

EXISTING PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	971	0	913	0	1578	1060	0	1305	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	971	0	913	0	1578	1060	0	1305	146
Peak Hour Factor	1.0000	1.0000	1.0000	0.9470	1.0000	0.9470	1.0000	0.9470	0.9470	1.0000	0.9470	0.9470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	256	0	241	0	417	280	0	345	39
Total Analysis Volume [veh/h]	0	0	0	1025	0	964	0	1666	1119	0	1378	154
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	54	0	0	0	51	0	0	51	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		58	58	58	58
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		25	25	25	25
g / C, Green / Cycle		0.43	0.43	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate		0.30	0.34	0.33	0.27
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1487	1210	2209	2209
d1, Uniform Delay [s]		13.54	14.50	13.99	12.90
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.58	1.24	0.54	0.29
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.69	0.80	0.75	0.62
d, Delay for Lane Group [s/veh]		14.12	15.74	14.52	13.19
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		4.77	4.89	5.33	4.04
50th-Percentile Queue Length [ft/ln]		119.17	122.19	133.17	101.01
95th-Percentile Queue Length [veh/ln]		8.35	8.51	9.11	7.27
95th-Percentile Queue Length [ft/ln]		208.69	212.84	227.80	181.81

Movement, Approach, & Intersection Results

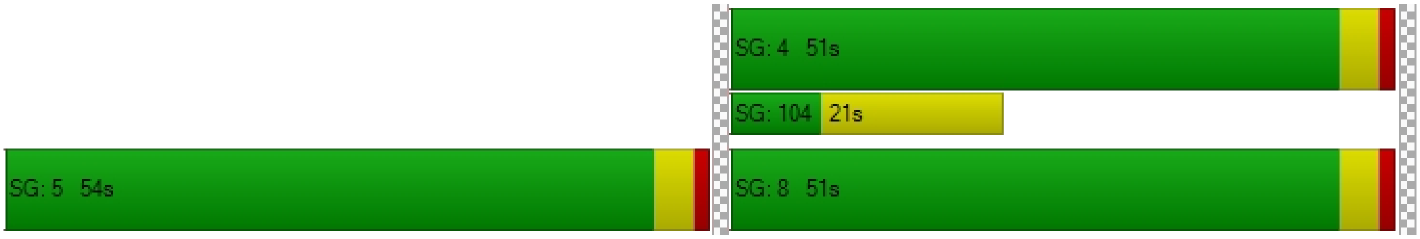
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	14.12	0.00	15.74	0.00	14.52	0.00	0.00	13.19	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			14.90			14.52			13.19		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	14.31											
Intersection LOS	B											
Intersection V/C	0.776											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	19.28	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.664	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1710	1607	1607
d_b, Bicycle Delay [s]	29.25	0.62	1.13	1.13
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.476	2.318
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.934

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↱						↑ ↑ ↱ ↱			↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	924	0	986	0	0	0	0	1656	897	0	532	246
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	924	0	986	0	0	0	0	1656	897	0	532	246
Peak Hour Factor	0.9080	1.0000	0.9080	1.0000	1.0000	1.0000	1.0000	0.9080	0.9080	1.0000	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	254	0	271	0	0	0	0	456	247	0	146	68
Total Analysis Volume [veh/h]	1018	0	1086	0	0	0	0	1824	988	0	586	271
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	46	0	0	0	0	0	0	44	0	0	44	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	59		59	59
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	21		30	30
g / C, Green / Cycle	0.35		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.29		0.51	0.12
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1225		1815	2597
d1, Uniform Delay [s]	17.39		14.42	7.99
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.53		10.98	0.04
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.83		1.00	0.23
d, Delay for Lane Group [s/veh]	18.92		25.40	8.03
Lane Group LOS	B		F	A
Critical Lane Group	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	5.79		12.24	1.14
50th-Percentile Queue Length [ft/ln]	144.85		305.93	28.48
95th-Percentile Queue Length [veh/ln]	9.74		18.04	2.05
95th-Percentile Queue Length [ft/ln]	243.53		450.94	51.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.92	0.00	0.00	0.00	0.00	0.00	0.00	25.40	0.00	0.00	8.03	0.00
Movement LOS	B							F			A	
d_A, Approach Delay [s/veh]	18.92			0.00			25.40			8.03		
Approach LOS	B			A			C			A		
d_I, Intersection Delay [s/veh]	20.51											
Intersection LOS	C											
Intersection V/C	0.934											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	19.42
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.821
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1429	0	1361	1361
d_b, Bicycle Delay [s]	2.40	29.40	3.00	3.00
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	3.064	1.882
Bicycle LOS	A	D	C	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	22.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	352	6	92	48	0	72	19	216	0	0	94	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	352	6	92	48	0	72	19	216	0	0	94	17
Peak Hour Factor	0.8740	0.8740	0.8740	0.8740	1.0000	0.8740	0.8740	0.8740	1.0000	1.0000	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	2	26	14	0	21	5	62	0	0	27	5
Total Analysis Volume [veh/h]	403	7	105	55	0	82	22	247	0	0	108	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	63	0	63	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	33	33	33	3	54	47	47
g / C, Green / Cycle	0.35	0.35	0.35	0.35	0.35	0.03	0.57	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.31	0.03	0.03	0.04	0.05	0.01	0.07	0.03	0.04
s, saturation flow rate [veh/h]	1316	1620	1589	1281	1589	1781	3560	1870	1776
c, Capacity [veh/h]	513	567	557	471	557	50	2014	927	880
d1, Uniform Delay [s]	30.55	20.78	20.78	23.72	21.14	45.44	9.63	12.52	12.54
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.71	0.08	0.08	0.11	0.12	6.04	0.12	0.14	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.10	0.10	0.12	0.15	0.44	0.12	0.07	0.07
d, Delay for Lane Group [s/veh]	33.26	20.85	20.86	23.83	21.27	51.48	9.76	12.66	12.70
Lane Group LOS	C	C	C	C	C	D	A	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.96	0.85	0.83	0.90	1.25	0.59	1.17	0.72	0.72
50th-Percentile Queue Length [ft/ln]	224.02	21.21	20.82	22.45	31.33	14.77	29.28	18.03	18.11
95th-Percentile Queue Length [veh/ln]	13.87	1.53	1.50	1.62	2.26	1.06	2.11	1.30	1.30
95th-Percentile Queue Length [ft/ln]	346.75	38.17	37.48	40.41	56.40	26.58	52.71	32.45	32.60

Movement, Approach, & Intersection Results

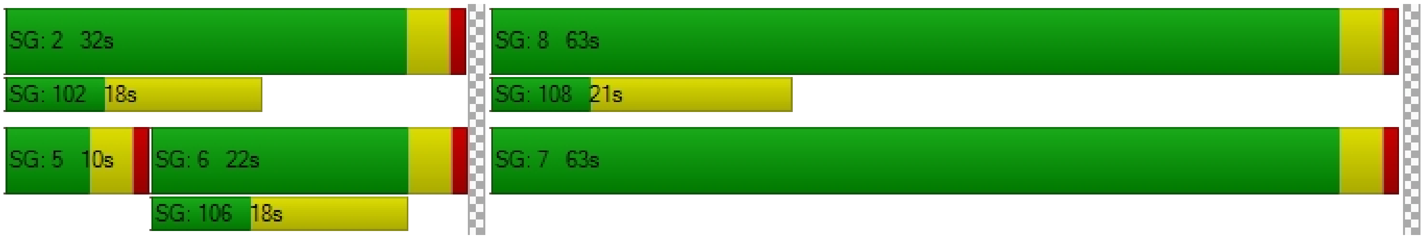
d_M, Delay for Movement [s/veh]	33.26	20.85	20.86	23.83	0.00	21.27	51.48	9.76	0.00	0.00	12.68	12.70
Movement LOS	C	C	C	C		C	D	A			B	B
d_A, Approach Delay [s/veh]	30.56			22.29			13.17			12.68		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	22.85											
Intersection LOS	C											
Intersection V/C	0.430											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	0.00	37.14
I_p,int, Pedestrian LOS Score for Intersection	2.259	2.003	0.000	2.342
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1242	1242	589	379
d_b, Bicycle Delay [s]	6.82	6.82	23.63	31.21
I_b,int, Bicycle LOS Score for Intersection	2.409	1.560	1.782	1.664
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	179	842	0	0	2452	296	0	0	0	614	0	776
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	179	842	0	0	2452	296	0	0	0	614	0	776
Peak Hour Factor	0.9070	0.9070	1.0000	1.0000	0.9070	0.9070	1.0000	1.0000	1.0000	0.9070	1.0000	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	232	0	0	676	82	0	0	0	169	0	214
Total Analysis Volume [veh/h]	197	928	0	0	2703	326	0	0	0	677	0	856
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	23	41	0	0	18	0	0	0	0	59	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	56	39	39		36	36
g / C, Green / Cycle	0.13	0.56	0.39	0.39		0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.11	0.18	0.27	0.21		0.20	0.30
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	232	2862	3991	623		1238	1007
d1, Uniform Delay [s]	42.54	11.73	25.18	23.27		25.62	29.62
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.44	0.30	0.94	3.13		0.38	2.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.32	0.68	0.52		0.55	0.85
d, Delay for Lane Group [s/veh]	50.98	12.03	26.12	26.40		26.00	31.73
Lane Group LOS	D	B	C	C		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	5.26	3.59	8.76	6.29		6.36	9.49
50th-Percentile Queue Length [ft/ln]	131.44	89.79	219.07	157.15		158.91	237.30
95th-Percentile Queue Length [veh/ln]	9.02	6.47	13.62	10.40		10.49	14.54
95th-Percentile Queue Length [ft/ln]	225.45	161.63	340.44	259.94		262.28	363.61

Movement, Approach, & Intersection Results

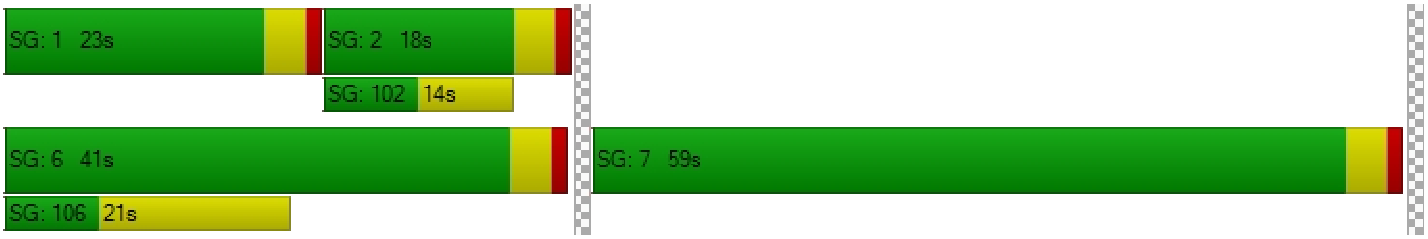
d_M, Delay for Movement [s/veh]	50.98	12.03	0.00	0.00	26.12	26.40	0.00	0.00	0.00	26.00	0.00	31.73
Movement LOS	D	B			C	C				C		C
d_A, Approach Delay [s/veh]	18.85			26.15			0.00			29.20		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	25.53											
Intersection LOS	C											
Intersection V/C	0.773											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.938	2.604
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	280	0	1100
d_b, Bicycle Delay [s]	19.85	36.98	50.00	10.13
I_b,int, Bicycle LOS Score for Intersection	2.178	2.393	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	35.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.974

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑ ↑ ↑↱ ↱			↰ ↰ ↰ ↑ ↑ ↑			↰ ↰ ↱ ↱					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	856	1129	1544	1651	0	185	0	326	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	856	1129	1544	1651	0	185	0	326	0	0	0
Peak Hour Factor	1.0000	0.8770	0.8770	0.8770	0.8770	1.0000	0.8770	1.0000	0.8770	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	244	322	440	471	0	53	0	93	0	0	0
Total Analysis Volume [veh/h]	0	976	1287	1761	1883	0	211	0	372	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	54	0	46	100	0	20	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	120	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	50	50	50	42	96	16	16	
g / C, Green / Cycle	0.42	0.42	0.42	0.35	0.80	0.13	0.13	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.40	0.40	0.34	0.37	0.06	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2122	662	662	1815	4074	462	376	
d1, Uniform Delay [s]	25.26	34.31	34.31	38.39	3.82	47.95	51.89	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.72	28.73	28.73	5.08	0.38	0.71	19.30	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.46	0.97	0.97	0.97	0.46	0.46	0.99	
d, Delay for Lane Group [s/veh]	25.98	63.03	63.03	43.47	4.20	48.66	71.19	
Lane Group LOS	C	E	E	D	A	D	E	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.81	23.19	23.19	17.54	3.91	2.97	6.58	
50th-Percentile Queue Length [ft/ln]	170.14	579.70	579.70	438.61	97.83	74.15	164.49	
95th-Percentile Queue Length [veh/ln]	11.08	31.09	31.09	24.41	7.04	5.34	10.79	
95th-Percentile Queue Length [ft/ln]	277.10	777.13	777.13	610.34	176.09	133.47	269.65	

Movement, Approach, & Intersection Results

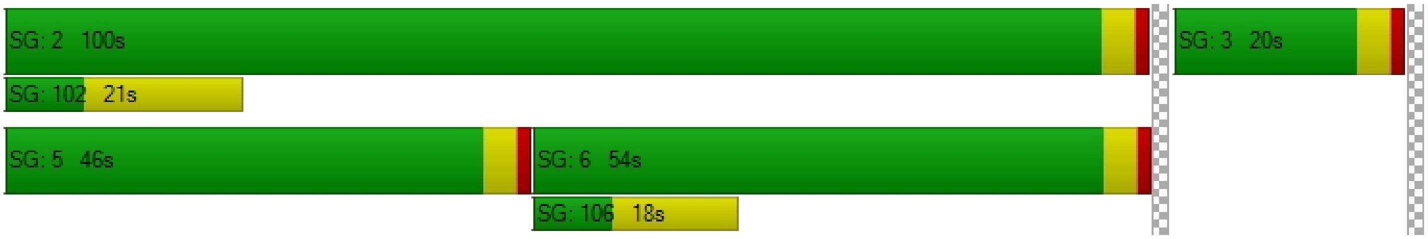
d_M, Delay for Movement [s/veh]	0.00	25.98	63.03	43.47	4.20	0.00	48.66	0.00	71.19	0.00	0.00	0.00
Movement LOS		C	E	D	A		D		E			
d_A, Approach Delay [s/veh]	47.05			23.17			63.03			0.00		
Approach LOS	D			C			E			A		
d_I, Intersection Delay [s/veh]	35.08											
Intersection LOS	D											
Intersection V/C	0.974											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.427	2.945
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	833	1600	267	0
d_b, Bicycle Delay [s]	20.41	2.40	45.06	59.99
I_b,int, Bicycle LOS Score for Intersection	2.493	3.564	1.560	4.132
Bicycle LOS	B	D	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.384

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↑↑↑ ↱			↑↑↑↑ ↑↱			↱↱			↰ ↰↑ ↑ ↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	1554	193	0	2205	8	0	0	34	122	74	709
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1554	193	0	2205	8	0	0	34	122	74	709
Peak Hour Factor	1.0000	0.9380	0.9380	1.0000	0.9380	0.9380	1.0000	1.0000	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	414	51	0	588	2	0	0	9	33	20	189
Total Analysis Volume [veh/h]	0	1657	206	0	2351	9	0	0	36	130	79	756
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	63	0	0	63	0	0	0	10	0	17	17
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	64	64	64	4	10	10	10	78
g / C, Green / Cycle	0.72	0.72	0.72	0.04	0.11	0.11	0.11	0.87
(v / s)_i Volume / Saturation Flow Rate	0.24	0.28	0.25	0.01	0.04	0.04	0.04	0.27
s, saturation flow rate [veh/h]	6792	6792	1864	2813	1781	1790	1702	2813
c, Capacity [veh/h]	4852	4852	1332	113	200	201	191	2450
d1, Uniform Delay [s]	4.86	5.08	4.92	42.01	36.92	36.92	37.06	1.03
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.19	0.24	0.74	1.59	1.01	1.01	1.23	0.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.39	0.35	0.32	0.34	0.34	0.38	0.31
d, Delay for Lane Group [s/veh]	5.05	5.32	5.66	43.60	37.93	37.93	38.29	1.35
Lane Group LOS	A	A	A	D	D	D	D	A
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.39	2.85	2.95	0.41	1.43	1.44	1.51	0.29
50th-Percentile Queue Length [ft/ln]	59.66	71.24	73.80	10.26	35.79	35.96	37.87	7.13
95th-Percentile Queue Length [veh/ln]	4.30	5.13	5.31	0.74	2.58	2.59	2.73	0.51
95th-Percentile Queue Length [ft/ln]	107.39	128.23	132.85	18.46	64.42	64.73	68.17	12.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	5.05	0.00	0.00	5.39	5.66	0.00	0.00	43.60	37.93	38.26	1.35
Movement LOS		A			A	A			D	D	D	A
d_A, Approach Delay [s/veh]	5.05			5.39			43.60			9.30		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	6.30											
Intersection LOS	A											
Intersection V/C	0.384											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.161	2.609
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1311	1311	133	289
d_b, Bicycle Delay [s]	5.35	5.35	39.21	32.95
I_b,int, Bicycle LOS Score for Intersection	2.243	2.338	1.560	2.356
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	114	1131	1027	950	616	529
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	1131	1027	950	616	529
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	31	305	277	256	166	0
Total Analysis Volume [veh/h]	123	1220	1108	1025	665	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	41	63	22	0	32	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	71	59	16
g / C, Green / Cycle	0.09	0.75	0.62	0.16
(v / s)_i Volume / Saturation Flow Rate	0.07	0.18	0.22	0.13
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	157	5104	3163	853
d1, Uniform Delay [s]	42.41	3.58	8.73	38.06
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.14	0.11	0.31	1.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.24	0.35	0.78
d, Delay for Lane Group [s/veh]	50.55	3.69	9.03	39.65
Lane Group LOS	D	A	A	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.15	1.40	3.44	5.00
50th-Percentile Queue Length [ft/ln]	78.87	35.11	86.12	125.02
95th-Percentile Queue Length [veh/ln]	5.68	2.53	6.20	8.67
95th-Percentile Queue Length [ft/ln]	141.96	63.19	155.02	216.71

Movement, Approach, & Intersection Results

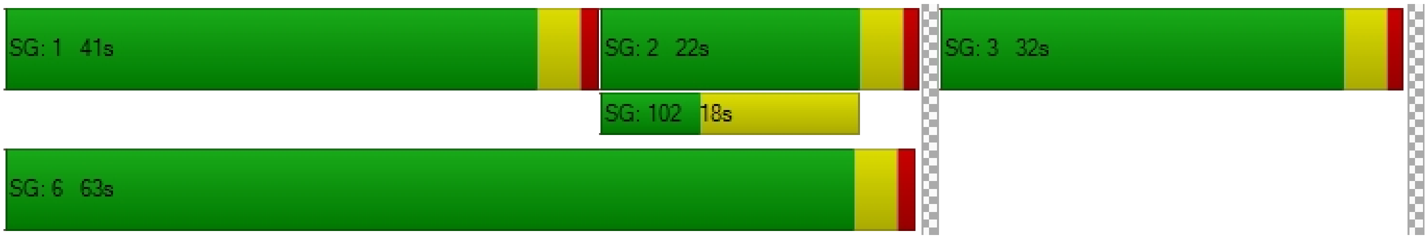
d_M, Delay for Movement [s/veh]	50.55	3.69	9.03	0.00	39.65	0.00
Movement LOS	D	A	A		D	
d_A, Approach Delay [s/veh]	7.98		9.03		39.65	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	15.11					
Intersection LOS	B					
Intersection V/C	0.475					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.583
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1242	379	589
d_b, Bicycle Delay [s]	6.83	31.21	23.63
I_b,int, Bicycle LOS Score for Intersection	2.114	2.169	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑			↑ ↑ ↱						↰ ↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	159	316	0	0	978	97	0	0	0	175	0	509
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	316	0	0	978	97	0	0	0	175	0	509
Peak Hour Factor	0.8120	0.8120	1.0000	1.0000	0.8120	0.8120	1.0000	1.0000	1.0000	0.8120	1.0000	0.8120
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	97	0	0	301	30	0	0	0	54	0	157
Total Analysis Volume [veh/h]	196	389	0	0	1204	119	0	0	0	216	0	627
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	45	0	0	29	0	0	0	0	45	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	59	43	43		24	24
g / C, Green / Cycle	0.13	0.65	0.48	0.48		0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.25	0.25		0.12	0.22
s, saturation flow rate [veh/h]	1781	3560	3560	1785		1781	2813
c, Capacity [veh/h]	231	2314	1694	849		465	735
d1, Uniform Delay [s]	38.32	6.20	16.45	16.44		27.96	31.61
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.40	0.16	1.15	2.27		0.72	2.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.17	0.52	0.52		0.46	0.85
d, Delay for Lane Group [s/veh]	46.72	6.36	17.60	18.70		28.68	34.54
Lane Group LOS	D	A	B	B		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.70	1.33	6.26	6.52		3.93	6.59
50th-Percentile Queue Length [ft/ln]	117.46	33.30	156.47	162.96		98.15	164.73
95th-Percentile Queue Length [veh/ln]	8.25	2.40	10.36	10.71		7.07	10.80
95th-Percentile Queue Length [ft/ln]	206.33	59.94	259.05	267.63		176.66	269.97

Movement, Approach, & Intersection Results

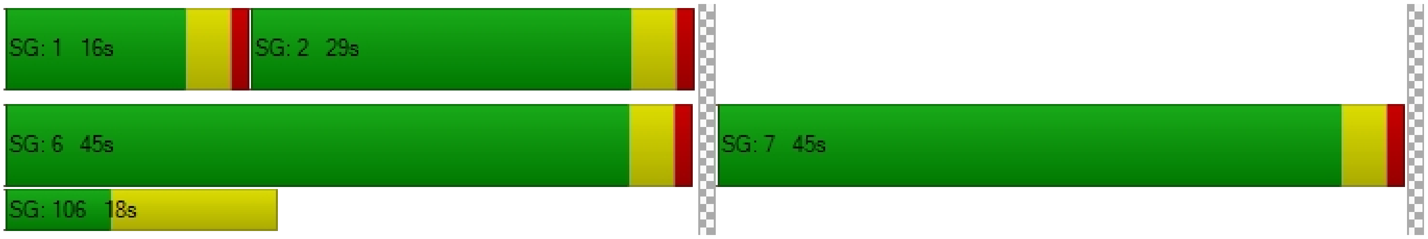
d_M, Delay for Movement [s/veh]	46.72	6.36	0.00	0.00	17.90	18.70	0.00	0.00	0.00	28.68	0.00	34.54
Movement LOS	D	A			B	B				C		C
d_A, Approach Delay [s/veh]	19.88			17.97			0.00			33.04		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	22.99											
Intersection LOS	C											
Intersection V/C	0.670											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.336
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	555	0	911
d_b, Bicycle Delay [s]	13.35	23.48	45.01	13.35
I_b,int, Bicycle LOS Score for Intersection	2.042	2.287	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑↱			↰ ↰ ↑ ↑			↰ ↰↑↱					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	344	381	618	606	0	123	1	206	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	344	381	618	606	0	123	1	206	0	0	0
Peak Hour Factor	1.0000	0.8010	0.8010	0.8010	0.8010	1.0000	0.8010	0.8010	0.8010	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	107	119	193	189	0	38	0	64	0	0	0
Total Analysis Volume [veh/h]	0	429	476	772	757	0	154	1	257	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	44	62	0	0	33	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	41	41	25	69	18	18	
g / C, Green / Cycle	0.43	0.43	0.26	0.73	0.19	0.19	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.30	0.22	0.21	0.09	0.16	
s, saturation flow rate [veh/h]	1870	1589	3459	3560	1781	1590	
c, Capacity [veh/h]	799	679	895	2592	335	299	
d1, Uniform Delay [s]	20.24	22.27	33.61	4.47	34.30	37.40	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.58	5.96	2.62	0.29	0.99	7.34	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.54	0.70	0.86	0.29	0.46	0.86	
d, Delay for Lane Group [s/veh]	22.83	28.23	36.23	4.75	35.29	44.74	
Lane Group LOS	C	C	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.38	9.44	8.61	2.17	3.22	6.32	
50th-Percentile Queue Length [ft/ln]	184.58	235.89	215.37	54.19	80.48	158.06	
95th-Percentile Queue Length [veh/ln]	11.84	14.47	13.43	3.90	5.79	10.45	
95th-Percentile Queue Length [ft/ln]	295.99	361.83	335.71	97.53	144.86	261.15	

Movement, Approach, & Intersection Results

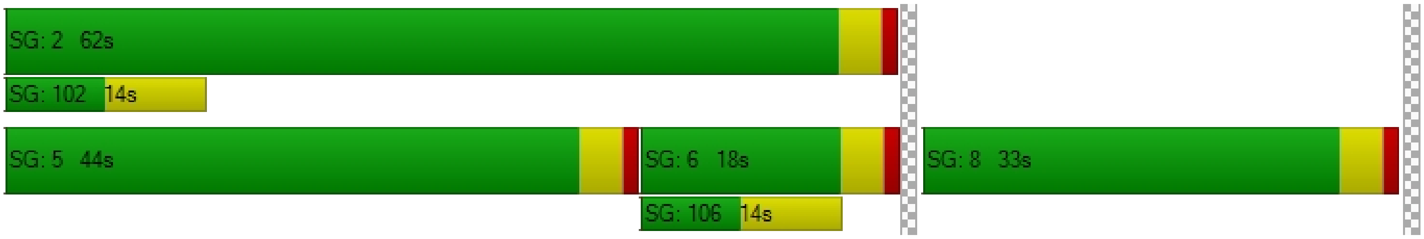
d_M, Delay for Movement [s/veh]	0.00	22.83	28.23	36.23	4.75	0.00	35.29	44.74	44.74	0.00	0.00	0.00
Movement LOS		C	C	D	A		D	D	D			
d_A, Approach Delay [s/veh]	25.67			20.65			41.20			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	25.22											
Intersection LOS	C											
Intersection V/C	0.784											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.076	2.326
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	295	1221	610	0
d_b, Bicycle Delay [s]	34.54	7.21	22.93	47.51
I_b,int, Bicycle LOS Score for Intersection	2.306	2.821	2.239	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	12.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.763

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	291	0	766	0	1229	1061	0	1582	608
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	291	0	766	0	1229	1061	0	1582	608
Peak Hour Factor	1.0000	1.0000	1.0000	0.8960	1.0000	0.8960	1.0000	0.8960	0.8960	1.0000	0.8960	0.8960
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	81	0	214	0	343	296	0	441	170
Total Analysis Volume [veh/h]	0	0	0	325	0	855	0	1372	1184	0	1766	679
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	54	0	0	0	61	0	0	61	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		54	54	54	54
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		20	20	26	26
g / C, Green / Cycle		0.38	0.38	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate		0.09	0.30	0.27	0.35
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1306	1062	2424	2424
d1, Uniform Delay [s]		11.66	15.18	10.25	11.47
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.10	1.49	0.21	0.43
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.25	0.81	0.57	0.73
d, Delay for Lane Group [s/veh]		11.76	16.67	10.46	11.90
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		1.19	4.23	3.20	4.63
50th-Percentile Queue Length [ft/ln]		29.71	105.69	79.91	115.76
95th-Percentile Queue Length [veh/ln]		2.14	7.60	5.75	8.16
95th-Percentile Queue Length [ft/ln]		53.48	190.00	143.84	203.99

Movement, Approach, & Intersection Results

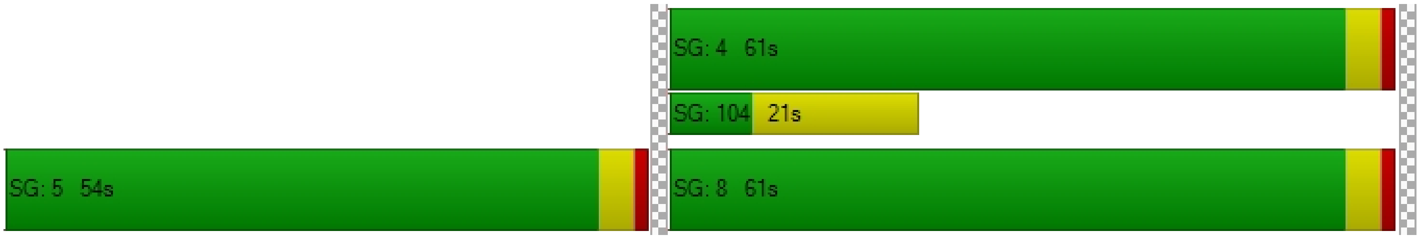
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.76	0.00	16.67	0.00	10.46	0.00	0.00	11.90	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			15.32			10.46			11.90		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	12.38											
Intersection LOS	B											
Intersection V/C	0.763											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	17.30	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.502	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1839	2096	2096
d_b, Bicycle Delay [s]	27.19	0.18	0.06	0.06
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.314	2.531
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.663

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↱						↑ ↑ ↱ ↱			↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	664	0	430	0	0	0	0	728	777	0	1535	1092
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	664	0	430	0	0	0	0	728	777	0	1535	1092
Peak Hour Factor	0.9240	1.0000	0.9240	1.0000	1.0000	1.0000	1.0000	0.9240	0.9240	1.0000	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	180	0	116	0	0	0	0	197	210	0	415	295
Total Analysis Volume [veh/h]	719	0	465	0	0	0	0	788	841	0	1661	1182
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	48	0	0	0	0	0	0	72	0	0	72	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	41		41	41
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	12		21	21
g / C, Green / Cycle	0.29		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.21		0.22	0.33
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1008		1831	2619
d1, Uniform Delay [s]	13.04		6.24	7.21
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	0.95		0.16	0.26
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.71		0.43	0.63
d, Delay for Lane Group [s/veh]	14.00		6.40	7.47
Lane Group LOS	B		A	A
Critical Lane Group	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	2.49		1.38	2.24
50th-Percentile Queue Length [ft/ln]	62.25		34.54	55.98
95th-Percentile Queue Length [veh/ln]	4.48		2.49	4.03
95th-Percentile Queue Length [ft/ln]	112.05		62.17	100.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.00	0.00	0.00	0.00	0.00	0.00	0.00	6.40	0.00	0.00	7.47	0.00
Movement LOS	B							A			A	
d_A, Approach Delay [s/veh]	14.00			0.00			6.40			7.47		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.68											
Intersection LOS	A											
Intersection V/C	0.663											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	10.97
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.804
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2146	0	3317	3317
d_b, Bicycle Delay [s]	0.11	20.50	8.89	8.89
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	2.210	2.473
Bicycle LOS	A	D	B	B

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	476	30	193	28	0	39	43	399	0	0	371	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	476	30	193	28	0	39	43	399	0	0	371	33
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	125	8	51	7	0	10	11	105	0	0	98	9
Total Analysis Volume [veh/h]	501	32	203	29	0	41	45	420	0	0	391	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	37	37	4	45	37	37
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.41	0.05	0.50	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.37	0.07	0.07	0.03	0.03	0.03	0.12	0.11	0.12
s, saturation flow rate [veh/h]	1366	1656	1589	1145	1589	1781	3560	1870	1817
c, Capacity [veh/h]	619	684	657	480	657	80	1773	764	742
d1, Uniform Delay [s]	26.05	16.70	16.72	19.53	15.91	42.09	12.86	17.78	17.84
k, delay calibration	0.18	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.20	0.12	0.13	0.05	0.04	5.96	0.31	0.91	0.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.17	0.18	0.06	0.06	0.56	0.24	0.28	0.29
d, Delay for Lane Group [s/veh]	30.25	16.82	16.84	19.58	15.95	48.05	13.17	18.69	18.82
Lane Group LOS	C	B	B	B	B	D	B	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.42	1.54	1.49	0.41	0.50	1.10	2.38	3.05	3.07
50th-Percentile Queue Length [ft/ln]	260.52	38.49	37.35	10.13	12.59	27.55	59.45	76.34	76.80
95th-Percentile Queue Length [veh/ln]	15.71	2.77	2.69	0.73	0.91	1.98	4.28	5.50	5.53
95th-Percentile Queue Length [ft/ln]	392.87	69.28	67.23	18.23	22.66	49.59	107.00	137.41	138.24

Movement, Approach, & Intersection Results

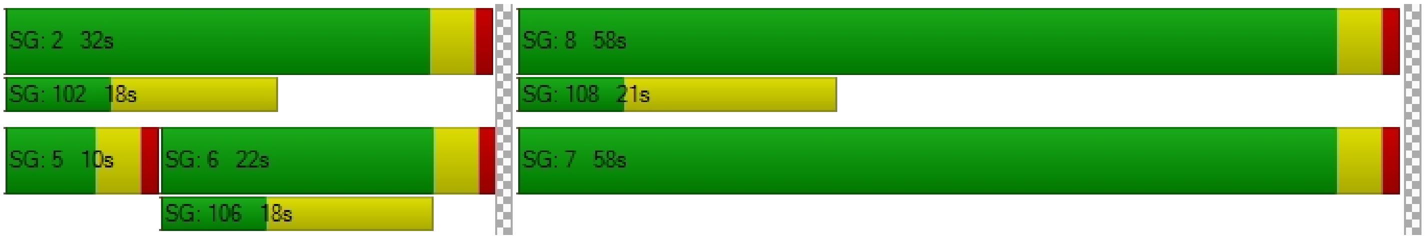
d_M, Delay for Movement [s/veh]	30.25	16.82	16.83	19.58	0.00	15.95	48.05	13.17	0.00	0.00	18.75	18.82
Movement LOS	C	B	B	B		B	D	B			B	B
d_A, Approach Delay [s/veh]	25.97			17.46			16.55			18.75		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	21.22											
Intersection LOS	C											
Intersection V/C	0.588											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.310	1.999	0.000	2.435
Crosswalk LOS	B	A	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.774	1.560	1.943	1.911
Bicycle LOS	C	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	30.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.839

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	225	1328	0	0	1845	258	0	0	0	846	0	1072
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	1328	0	0	1845	258	0	0	0	846	0	1072
Peak Hour Factor	0.9270	0.9270	1.0000	1.0000	0.9270	0.9270	1.0000	1.0000	1.0000	0.9270	1.0000	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	358	0	0	498	70	0	0	0	228	0	289
Total Analysis Volume [veh/h]	243	1433	0	0	1990	278	0	0	0	913	0	1156
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	26	44	0	0	18	0	0	0	0	61	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	105	105	105	105		105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	16	48	28	28		49	49
g / C, Green / Cycle	0.16	0.46	0.26	0.26		0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.14	0.28	0.20	0.17		0.26	0.41
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	276	2328	2687	419		1614	1313
d1, Uniform Delay [s]	43.38	21.53	35.37	34.49		20.28	25.34
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.79	1.23	1.88	8.03		0.31	2.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.62	0.74	0.66		0.57	0.88
d, Delay for Lane Group [s/veh]	52.17	22.76	37.25	42.52		20.60	27.44
Lane Group LOS	D	C	D	D		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	6.80	8.87	7.90	7.20		7.93	12.81
50th-Percentile Queue Length [ft/ln]	169.92	221.83	197.40	179.95		198.17	320.28
95th-Percentile Queue Length [veh/ln]	11.07	13.76	12.50	11.60		12.54	18.68
95th-Percentile Queue Length [ft/ln]	276.81	343.96	312.61	289.95		313.61	467.03

Movement, Approach, & Intersection Results

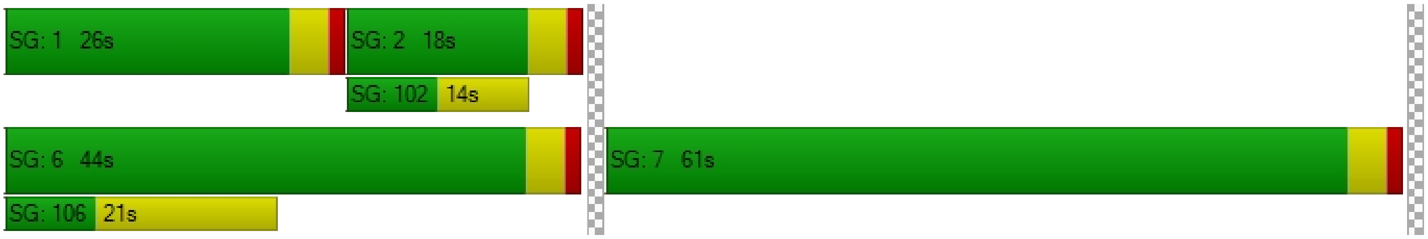
d_M, Delay for Movement [s/veh]	52.17	22.76	0.00	0.00	37.25	42.52	0.00	0.00	0.00	20.60	0.00	27.44
Movement LOS	D	C			D	D				C		C
d_A, Approach Delay [s/veh]	27.02			37.89			0.00			24.42		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	30.23											
Intersection LOS	C											
Intersection V/C	0.839											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	42.07	42.07
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.939	2.711
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	762	267	0	1086
d_b, Bicycle Delay [s]	20.12	39.43	52.50	10.97
I_b,int, Bicycle LOS Score for Intersection	2.481	2.183	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1140	649	1037	1605	0	312	0	357	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1140	649	1037	1605	0	312	0	357	0	0	0
Peak Hour Factor	1.0000	0.9690	0.9690	0.9690	0.9690	1.0000	0.9690	1.0000	0.9690	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	294	167	268	414	0	80	0	92	0	0	0
Total Analysis Volume [veh/h]	0	1176	670	1070	1656	0	322	0	368	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	22	0	44	66	0	24	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	40	40	40	23	67	15	15	
g / C, Green / Cycle	0.45	0.45	0.45	0.26	0.75	0.16	0.16	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.23	0.23	0.21	0.33	0.09	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2281	712	712	1328	3812	563	458	
d1, Uniform Delay [s]	17.54	17.88	17.88	31.39	4.22	34.80	36.30	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.74	2.69	2.69	1.20	0.36	0.92	3.34	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.49	0.52	0.52	0.81	0.43	0.57	0.80	
d, Delay for Lane Group [s/veh]	18.28	20.57	20.57	32.59	4.59	35.71	39.65	
Lane Group LOS	B	C	C	C	A	D	D	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.31	5.78	5.78	7.21	2.91	3.28	4.04	
50th-Percentile Queue Length [ft/ln]	132.64	144.51	144.51	180.31	72.79	81.94	100.88	
95th-Percentile Queue Length [veh/ln]	9.08	9.72	9.72	11.62	5.24	5.90	7.26	
95th-Percentile Queue Length [ft/ln]	227.07	243.08	243.08	290.42	131.02	147.48	181.58	

Movement, Approach, & Intersection Results

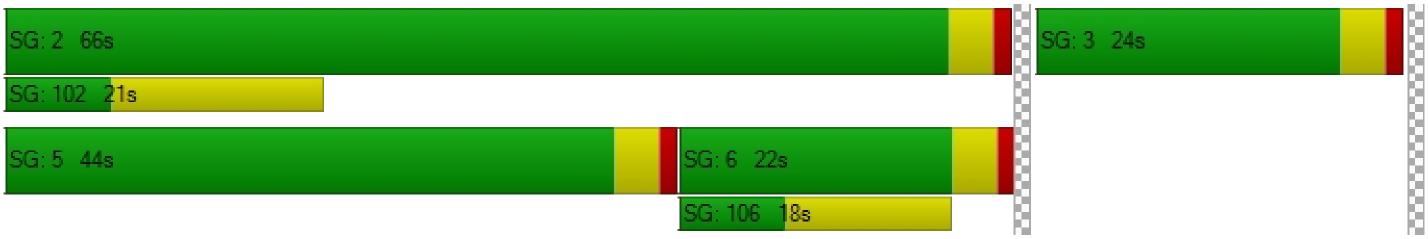
d_M, Delay for Movement [s/veh]	0.00	18.28	20.57	32.59	4.59	0.00	35.71	0.00	39.65	0.00	0.00	0.00
Movement LOS		B	C	C	A		D		D			
d_A, Approach Delay [s/veh]	19.20			15.58			37.81			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	19.76											
Intersection LOS	B											
Intersection V/C	0.657											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.434	2.505
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	1377	444	0
d_b, Bicycle Delay [s]	28.81	4.36	27.23	45.01
I_b,int, Bicycle LOS Score for Intersection	2.321	3.059	1.560	4.132
Bicycle LOS	B	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	2198	185	0	2266	20	0	0	196	361	309	1260
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2198	185	0	2266	20	0	0	196	361	309	1260
Peak Hour Factor	1.0000	0.9540	0.9540	1.0000	0.9540	0.9540	1.0000	1.0000	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	576	48	0	594	5	0	0	51	95	81	330
Total Analysis Volume [veh/h]	0	2304	194	0	2375	21	0	0	205	378	324	1321
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	32	0	0	32	0	0	0	41	0	22	22
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	56	56	56	9	18	18	18	78
g / C, Green / Cycle	0.59	0.59	0.59	0.10	0.19	0.19	0.19	0.82
(v / s)_i Volume / Saturation Flow Rate	0.34	0.28	0.26	0.07	0.13	0.13	0.14	0.47
s, saturation flow rate [veh/h]	6792	6792	1856	2813	1781	1814	1702	2813
c, Capacity [veh/h]	3990	3990	1090	274	336	343	321	2303
d1, Uniform Delay [s]	12.24	11.26	10.90	41.76	35.99	35.89	36.24	2.95
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.61	0.42	1.29	4.08	2.59	2.40	3.16	1.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.48	0.44	0.75	0.70	0.68	0.73	0.57
d, Delay for Lane Group [s/veh]	12.85	11.68	12.19	45.84	38.58	38.29	39.40	4.00
Lane Group LOS	B	B	B	D	D	D	D	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	7.13	5.45	5.55	2.47	5.24	5.21	5.31	2.70
50th-Percentile Queue Length [ft/ln]	178.28	136.17	138.73	61.77	130.8	130.2	132.7	67.51
95th-Percentile Queue Length [veh/ln]	11.51	9.27	9.41	4.45	8.99	8.95	9.09	4.86
95th-Percentile Queue Length [ft/ln]	287.77	231.85	235.31	111.19	224.6	223.7	227.2	121.5

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	12.85	0.00	0.00	11.78	12.19	0.00	0.00	45.84	38.58	39.09	4.00
Movement LOS		B			B	B			D	D	D	A
d_A, Approach Delay [s/veh]	12.85			11.78			45.84			16.06		
Approach LOS	B			B			D			B		
d_I, Intersection Delay [s/veh]	14.39											
Intersection LOS	B											
Intersection V/C	0.666											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.267	2.784
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	589	589	779	379
d_b, Bicycle Delay [s]	23.63	23.63	17.71	31.21
I_b,int, Bicycle LOS Score for Intersection	2.510	2.350	1.560	3.229
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.647

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	128	1591	1533	931	811	334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	1591	1533	931	811	334
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	34	421	406	247	215	0
Total Analysis Volume [veh/h]	136	1685	1624	986	859	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	28	50	22	0	40	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	63	50	19
g / C, Green / Cycle	0.10	0.70	0.56	0.21
(v / s)_i Volume / Saturation Flow Rate	0.08	0.25	0.32	0.17
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	173	4761	2851	1090
d1, Uniform Delay [s]	39.76	5.35	12.81	33.66
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.76	0.21	0.83	1.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.35	0.57	0.79
d, Delay for Lane Group [s/veh]	47.52	5.56	13.64	34.97
Lane Group LOS	D	A	B	C
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.27	2.64	6.67	5.92
50th-Percentile Queue Length [ft/ln]	81.85	65.97	166.66	148.05
95th-Percentile Queue Length [veh/ln]	5.89	4.75	10.90	9.91
95th-Percentile Queue Length [ft/ln]	147.34	118.74	272.52	247.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.52	5.56	13.64	0.00	34.97	0.00
Movement LOS	D	A	B		C	
d_A, Approach Delay [s/veh]	8.69		13.64		34.97	
Approach LOS	A		B		C	
d_I, Intersection Delay [s/veh]	15.81					
Intersection LOS	B					
Intersection V/C	0.647					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.614
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1022	400	800
d_b, Bicycle Delay [s]	10.76	28.81	16.21
I_b,int, Bicycle LOS Score for Intersection	2.311	2.453	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	43.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.966

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑			↑↑↱						↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	153	593	0	0	1036	152	0	0	0	408	0	1366
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	153	593	0	0	1036	152	0	0	0	408	0	1366
Peak Hour Factor	0.9180	0.9180	1.0000	1.0000	0.9180	0.9180	1.0000	1.0000	1.0000	0.9180	1.0000	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	161	0	0	282	41	0	0	0	111	0	372
Total Analysis Volume [veh/h]	167	646	0	0	1129	166	0	0	0	444	0	1488
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	50	0	0	34	0	0	0	0	70	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	47	31	31		65	65
g / C, Green / Cycle	0.10	0.39	0.25	0.25		0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.09	0.18	0.24	0.25		0.25	0.53
s, saturation flow rate [veh/h]	1781	3560	3560	1751		1781	2813
c, Capacity [veh/h]	179	1384	907	446		970	1532
d1, Uniform Delay [s]	53.53	27.38	43.98	44.21		16.56	26.39
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	18.55	1.13	20.33	35.34		0.34	5.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.47	0.95	0.97		0.46	0.97
d, Delay for Lane Group [s/veh]	72.08	28.52	64.30	79.55		16.90	32.25
Lane Group LOS	E	C	E	E		B	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	5.92	7.13	15.07	16.96		7.35	20.63
50th-Percentile Queue Length [ft/ln]	147.92	178.15	376.85	423.98		183.71	515.66
95th-Percentile Queue Length [veh/ln]	9.91	11.50	21.44	23.71		11.79	28.07
95th-Percentile Queue Length [ft/ln]	247.64	287.60	536.03	592.82		294.85	701.86

Movement, Approach, & Intersection Results

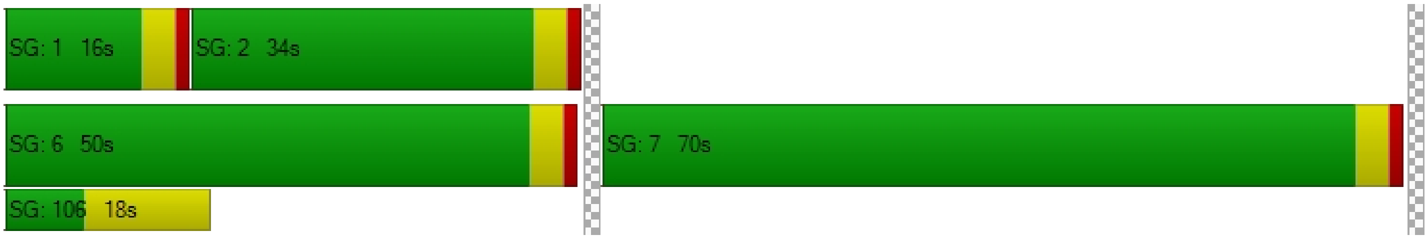
d_M, Delay for Movement [s/veh]	72.08	28.52	0.00	0.00	67.89	79.55	0.00	0.00	0.00	16.90	0.00	32.25
Movement LOS	E	C			E	E				B		C
d_A, Approach Delay [s/veh]	37.46			69.39			0.00			28.72		
Approach LOS	D			E			A			C		
d_I, Intersection Delay [s/veh]	43.52											
Intersection LOS	D											
Intersection V/C	0.966											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.49
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.616
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	767	500	0	1100
d_b, Bicycle Delay [s]	22.80	33.73	59.98	12.14
I_b,int, Bicycle LOS Score for Intersection	2.230	2.272	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↱			↰ ↰ ↑ ↑			↰ ✛					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	565	172	614	836	0	188	1	159	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	565	172	614	836	0	188	1	159	0	0	0
Peak Hour Factor	1.0000	0.9290	0.9290	0.9290	0.9290	1.0000	0.9290	0.9290	0.9290	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	152	46	165	225	0	51	0	43	0	0	0
Total Analysis Volume [veh/h]	0	608	185	661	900	0	202	1	171	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	48	66	0	0	29	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	49	49	21	74	13	13	
g / C, Green / Cycle	0.51	0.51	0.23	0.78	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.21	0.23	0.19	0.25	0.11	0.11	
s, saturation flow rate [veh/h]	1870	1728	3459	3560	1781	1596	
c, Capacity [veh/h]	955	882	781	2771	245	219	
d1, Uniform Delay [s]	14.45	14.77	35.22	3.12	39.74	39.76	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.33	1.66	2.65	0.31	6.08	6.90	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.42	0.45	0.85	0.32	0.80	0.81	
d, Delay for Lane Group [s/veh]	15.78	16.43	37.87	3.44	45.82	46.66	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.40	5.56	7.46	1.90	4.81	4.39	
50th-Percentile Queue Length [ft/ln]	134.96	139.12	186.51	47.59	120.29	109.64	
95th-Percentile Queue Length [veh/ln]	9.21	9.43	11.94	3.43	8.41	7.82	
95th-Percentile Queue Length [ft/ln]	230.22	235.84	298.49	85.66	210.23	195.50	

Movement, Approach, & Intersection Results

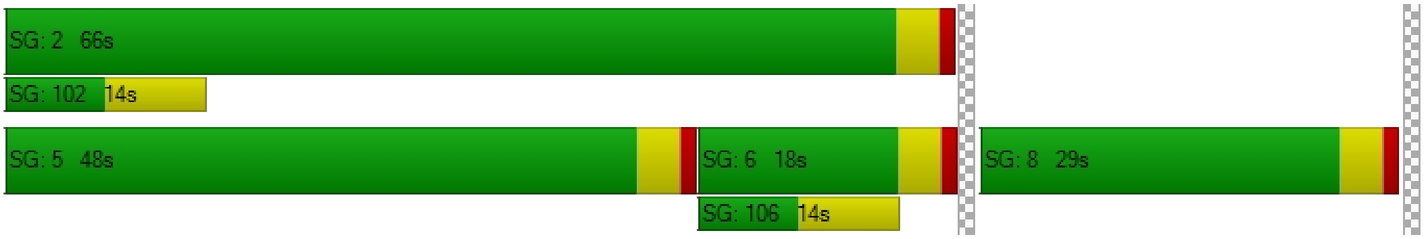
d_M, Delay for Movement [s/veh]	0.00	16.00	16.43	37.87	3.44	0.00	45.87	46.66	46.66	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	16.10			18.02			46.22			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	21.33											
Intersection LOS	C											
Intersection V/C	0.609											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.064	2.130
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	295	1305	526	0
d_b, Bicycle Delay [s]	34.54	5.74	25.80	47.51
I_b,int, Bicycle LOS Score for Intersection	2.214	2.847	2.177	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E-IV

EXISTING PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.793

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	971	0	923	0	1648	1094	0	1311	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	971	0	923	0	1648	1094	0	1311	146
Peak Hour Factor	1.0000	1.0000	1.0000	0.9470	1.0000	0.9470	1.0000	0.9470	0.9470	1.0000	0.9470	0.9470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	256	0	244	0	435	289	0	346	39
Total Analysis Volume [veh/h]	0	0	0	1025	0	975	0	1740	1155	0	1384	154
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	48	0	0	0	47	0	0	47	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		61	61	61	61
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		26	26	27	27
g / C, Green / Cycle		0.43	0.43	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate		0.30	0.35	0.34	0.27
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1476	1201	2250	2250
d1, Uniform Delay [s]		14.21	15.31	14.41	13.03
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.60	1.38	0.59	0.28
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.69	0.81	0.77	0.62
d, Delay for Lane Group [s/veh]		14.81	16.68	15.00	13.30
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		5.07	5.29	5.88	4.19
50th-Percentile Queue Length [ft/ln]		126.64	132.32	146.88	104.86
95th-Percentile Queue Length [veh/ln]		8.76	9.07	9.85	7.55
95th-Percentile Queue Length [ft/ln]		218.92	226.65	246.25	188.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	14.81	0.00	16.68	0.00	15.00	0.00	0.00	13.30	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			15.72			15.00			13.30		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	14.82											
Intersection LOS	B											
Intersection V/C	0.793											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	20.35	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.668	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1450	1417	1417
d_b, Bicycle Delay [s]	30.36	2.30	2.58	2.58
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.517	2.321
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	22.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.941

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰↱ ↱						↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	928	0	986	0	0	0	0	1673	951	0	534	246
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	928	0	986	0	0	0	0	1673	951	0	534	246
Peak Hour Factor	0.9080	1.0000	0.9080	1.0000	1.0000	1.0000	1.0000	0.9080	0.9080	1.0000	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	256	0	271	0	0	0	0	461	262	0	147	68
Total Analysis Volume [veh/h]	1022	0	1086	0	0	0	0	1843	1047	0	588	271
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	46	0	0	0	0	0	0	44	0	0	44	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	59		59	59
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	21		30	30
g / C, Green / Cycle	0.35		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.30		0.52	0.12
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1229		1812	2593
d1, Uniform Delay [s]	17.39		14.47	8.03
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.54		14.41	0.04
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.83		1.02	0.23
d, Delay for Lane Group [s/veh]	18.92		28.88	8.07
Lane Group LOS	B		F	A
Critical Lane Group	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	5.83		13.11	1.15
50th-Percentile Queue Length [ft/ln]	145.66		327.82	28.73
95th-Percentile Queue Length [veh/ln]	9.78		19.29	2.07
95th-Percentile Queue Length [ft/ln]	244.62		482.17	51.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.92	0.00	0.00	0.00	0.00	0.00	0.00	28.88	0.00	0.00	8.07	0.00
Movement LOS	B							F			A	
d_A, Approach Delay [s/veh]	18.92			0.00			28.88			8.07		
Approach LOS	B			A			C			A		
d_I, Intersection Delay [s/veh]	22.39											
Intersection LOS	C											
Intersection V/C	0.941											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	19.47
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.824
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1427	0	1359	1359
d_b, Bicycle Delay [s]	2.42	29.44	3.03	3.03
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	3.080	1.883
Bicycle LOS	A	D	C	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	22.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	352	6	92	48	0	72	19	216	0	0	97	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	352	6	92	48	0	72	19	216	0	0	97	17
Peak Hour Factor	0.8740	0.8740	0.8740	0.8740	1.0000	0.8740	0.8740	0.8740	1.0000	1.0000	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	2	26	14	0	21	5	62	0	0	28	5
Total Analysis Volume [veh/h]	403	7	105	55	0	82	22	247	0	0	111	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	63	0	63	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	33	33	33	3	54	47	47
g / C, Green / Cycle	0.35	0.35	0.35	0.35	0.35	0.03	0.57	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.31	0.03	0.03	0.04	0.05	0.01	0.07	0.03	0.04
s, saturation flow rate [veh/h]	1316	1620	1589	1281	1589	1781	3560	1870	1778
c, Capacity [veh/h]	513	567	557	471	557	50	2014	927	881
d1, Uniform Delay [s]	30.55	20.78	20.78	23.72	21.14	45.44	9.63	12.53	12.55
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.71	0.08	0.08	0.11	0.12	6.04	0.12	0.15	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.10	0.10	0.12	0.15	0.44	0.12	0.07	0.07
d, Delay for Lane Group [s/veh]	33.26	20.85	20.86	23.83	21.27	51.48	9.76	12.67	12.71
Lane Group LOS	C	C	C	C	C	D	A	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.96	0.85	0.83	0.90	1.25	0.59	1.17	0.74	0.74
50th-Percentile Queue Length [ft/ln]	224.02	21.21	20.82	22.45	31.33	14.77	29.28	18.47	18.55
95th-Percentile Queue Length [veh/ln]	13.87	1.53	1.50	1.62	2.26	1.06	2.11	1.33	1.34
95th-Percentile Queue Length [ft/ln]	346.75	38.17	37.48	40.41	56.40	26.58	52.71	33.24	33.40

Movement, Approach, & Intersection Results

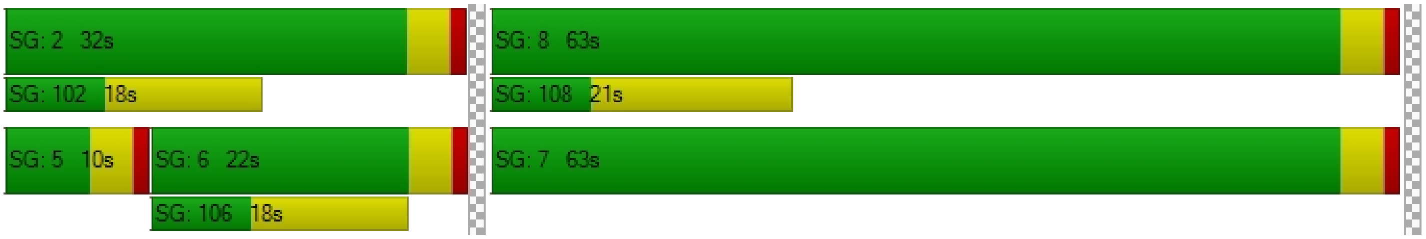
d_M, Delay for Movement [s/veh]	33.26	20.85	20.86	23.83	0.00	21.27	51.48	9.76	0.00	0.00	12.69	12.71
Movement LOS	C	C	C	C		C	D	A			B	B
d_A, Approach Delay [s/veh]	30.56			22.29			13.17			12.69		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	22.82											
Intersection LOS	C											
Intersection V/C	0.430											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	0.00	37.14
I_p,int, Pedestrian LOS Score for Intersection	2.259	2.003	0.000	2.342
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1242	1242	589	379
d_b, Bicycle Delay [s]	6.82	6.82	23.63	31.21
I_b,int, Bicycle LOS Score for Intersection	2.409	1.560	1.782	1.667
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	179	842	0	0	2459	296	0	0	0	614	0	776
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	179	842	0	0	2459	296	0	0	0	614	0	776
Peak Hour Factor	0.9070	0.9070	1.0000	1.0000	0.9070	0.9070	1.0000	1.0000	1.0000	0.9070	1.0000	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	232	0	0	678	82	0	0	0	169	0	214
Total Analysis Volume [veh/h]	197	928	0	0	2711	326	0	0	0	677	0	856
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	23	41	0	0	18	0	0	0	0	59	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	56	39	39		36	36
g / C, Green / Cycle	0.13	0.56	0.39	0.39		0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.11	0.18	0.27	0.21		0.20	0.30
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	232	2862	3991	623		1238	1007
d1, Uniform Delay [s]	42.54	11.73	25.21	23.27		25.62	29.62
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.44	0.30	0.95	3.13		0.38	2.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.32	0.68	0.52		0.55	0.85
d, Delay for Lane Group [s/veh]	50.98	12.03	26.15	26.40		26.00	31.73
Lane Group LOS	D	B	C	C		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	5.26	3.59	8.80	6.29		6.36	9.49
50th-Percentile Queue Length [ft/ln]	131.44	89.79	219.97	157.15		158.91	237.30
95th-Percentile Queue Length [veh/ln]	9.02	6.47	13.66	10.40		10.49	14.54
95th-Percentile Queue Length [ft/ln]	225.45	161.63	341.59	259.94		262.28	363.61

Movement, Approach, & Intersection Results

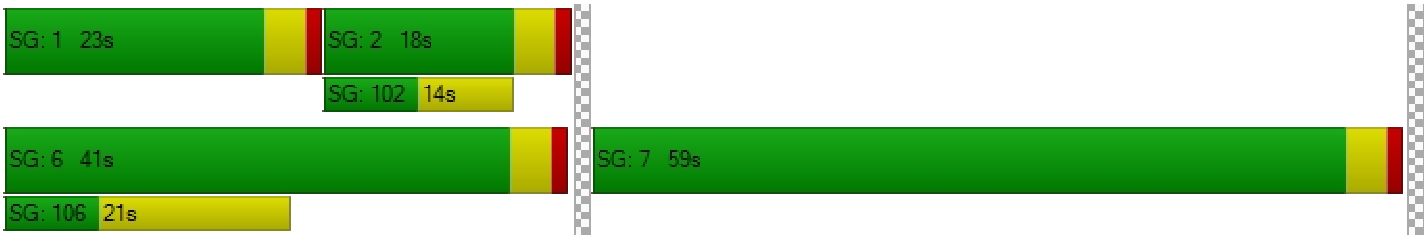
d_M, Delay for Movement [s/veh]	50.98	12.03	0.00	0.00	26.15	26.40	0.00	0.00	0.00	26.00	0.00	31.73
Movement LOS	D	B			C	C				C		C
d_A, Approach Delay [s/veh]	18.85			26.18			0.00			29.20		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	25.55											
Intersection LOS	C											
Intersection V/C	0.774											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.938	2.604
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	280	0	1100
d_b, Bicycle Delay [s]	19.85	36.98	50.00	10.13
I_b,int, Bicycle LOS Score for Intersection	2.178	2.395	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	35.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.974

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑ ↑ ↑↱ ↱			↰ ↰ ↰ ↑ ↑ ↑			↰ ↰ ↱ ↱					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	856	1129	1544	1658	0	185	0	326	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	856	1129	1544	1658	0	185	0	326	0	0	0
Peak Hour Factor	1.0000	0.8770	0.8770	0.8770	0.8770	1.0000	0.8770	1.0000	0.8770	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	244	322	440	473	0	53	0	93	0	0	0
Total Analysis Volume [veh/h]	0	976	1287	1761	1891	0	211	0	372	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	55	0	45	100	0	20	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	120	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	51	51	51	41	96	16	16	
g / C, Green / Cycle	0.42	0.42	0.42	0.34	0.80	0.13	0.13	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.40	0.40	0.34	0.37	0.06	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2164	675	675	1772	4074	462	376	
d1, Uniform Delay [s]	24.54	33.34	33.34	39.37	3.83	47.95	51.89	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.68	24.83	24.83	8.64	0.38	0.71	19.30	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.45	0.95	0.95	0.99	0.46	0.46	0.99	
d, Delay for Lane Group [s/veh]	25.23	58.17	58.17	48.01	4.21	48.66	71.19	
Lane Group LOS	C	E	E	D	A	D	E	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.69	22.26	22.26	18.35	3.94	2.97	6.58	
50th-Percentile Queue Length [ft/ln]	167.23	556.56	556.56	458.85	98.49	74.15	164.49	
95th-Percentile Queue Length [veh/ln]	10.93	30.00	30.00	25.38	7.09	5.34	10.79	
95th-Percentile Queue Length [ft/ln]	273.27	750.01	750.01	634.50	177.28	133.47	269.65	

Movement, Approach, & Intersection Results

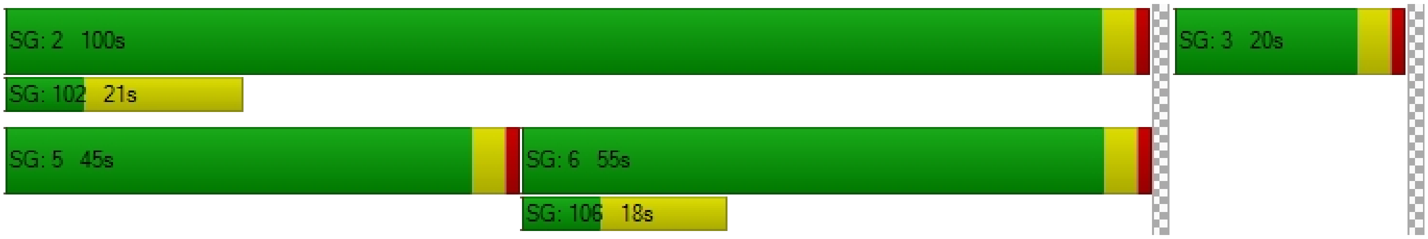
d_M, Delay for Movement [s/veh]	0.00	25.23	58.17	48.01	4.21	0.00	48.66	0.00	71.19	0.00	0.00	0.00
Movement LOS		C	E	D	A		D		E			
d_A, Approach Delay [s/veh]	43.96			25.33			63.03			0.00		
Approach LOS	D			C			E			A		
d_I, Intersection Delay [s/veh]	35.20											
Intersection LOS	D											
Intersection V/C	0.974											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.427	2.945
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	850	1600	267	0
d_b, Bicycle Delay [s]	19.83	2.40	45.06	59.99
I_b,int, Bicycle LOS Score for Intersection	2.493	3.568	1.560	4.132
Bicycle LOS	B	D	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.399

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑ ↑ ↑ ↱			↑ ↑ ↑ ↑ ↑↱			↱ ↱			↰ ↰↑ ↑ ↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	1566	193	0	2328	8	0	0	34	122	74	719
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1566	193	0	2328	8	0	0	34	122	74	719
Peak Hour Factor	1.0000	0.9380	0.9380	1.0000	0.9380	0.9380	1.0000	1.0000	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	417	51	0	620	2	0	0	9	33	20	192
Total Analysis Volume [veh/h]	0	1670	206	0	2482	9	0	0	36	130	79	767
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	69	0	0	69	0	0	0	10	0	16	16
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	69	69	69	4	10	10	10	83
g / C, Green / Cycle	0.73	0.73	0.73	0.04	0.11	0.11	0.11	0.88
(v / s)_i Volume / Saturation Flow Rate	0.25	0.29	0.27	0.01	0.04	0.04	0.04	0.27
s, saturation flow rate [veh/h]	6792	6792	1864	2813	1781	1790	1702	2813
c, Capacity [veh/h]	4947	4947	1358	110	189	190	181	2466
d1, Uniform Delay [s]	4.65	4.96	4.78	44.43	39.48	39.48	39.63	0.99
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.19	0.25	0.77	1.70	1.16	1.16	1.41	0.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.40	0.37	0.33	0.36	0.36	0.40	0.31
d, Delay for Lane Group [s/veh]	4.83	5.21	5.55	46.13	40.64	40.63	41.05	1.32
Lane Group LOS	A	A	A	D	D	D	D	A
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.43	3.09	3.19	0.44	1.54	1.54	1.62	0.31
50th-Percentile Queue Length [ft/ln]	60.65	77.32	79.76	10.90	38.38	38.56	40.62	7.64
95th-Percentile Queue Length [veh/ln]	4.37	5.57	5.74	0.78	2.76	2.78	2.92	0.55
95th-Percentile Queue Length [ft/ln]	109.18	139.18	143.57	19.62	69.08	69.41	73.12	13.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	4.83	0.00	0.00	5.27	5.55	0.00	0.00	46.13	40.64	41.01	1.32
Movement LOS		A			A	A			D	D	D	A
d_A, Approach Delay [s/veh]	4.83			5.27			46.13			9.77		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	6.27											
Intersection LOS	A											
Intersection V/C	0.399											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.164	2.614
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1368	1368	126	253
d_b, Bicycle Delay [s]	4.74	4.74	41.70	36.26
I_b,int, Bicycle LOS Score for Intersection	2.248	2.382	1.560	2.365
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	14.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.485

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	114	1133	1044	1004	626	529
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	1133	1044	1004	626	529
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	31	306	282	271	169	0
Total Analysis Volume [veh/h]	123	1222	1126	1083	675	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	35	57	22	0	33	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	67	55	15
g / C, Green / Cycle	0.09	0.74	0.61	0.17
(v / s)_i Volume / Saturation Flow Rate	0.07	0.18	0.22	0.13
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	158	5039	3100	878
d1, Uniform Delay [s]	40.14	3.66	8.85	35.73
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.90	0.11	0.33	1.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.24	0.36	0.77
d, Delay for Lane Group [s/veh]	48.04	3.77	9.19	37.18
Lane Group LOS	D	A	A	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	2.98	1.37	3.41	4.75
50th-Percentile Queue Length [ft/ln]	74.45	34.18	85.37	118.69
95th-Percentile Queue Length [veh/ln]	5.36	2.46	6.15	8.32
95th-Percentile Queue Length [ft/ln]	134.01	61.53	153.66	208.02

Movement, Approach, & Intersection Results

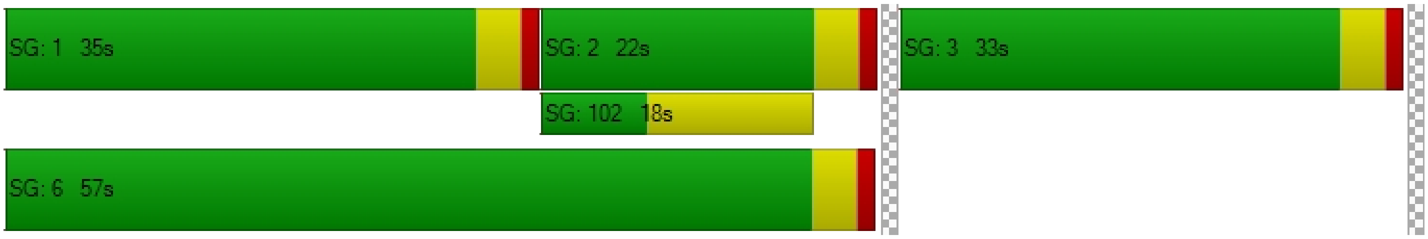
d_M, Delay for Movement [s/veh]	48.04	3.77	9.19	0.00	37.18	0.00
Movement LOS	D	A	A		D	
d_A, Approach Delay [s/veh]	7.82		9.19		37.18	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	14.61					
Intersection LOS	B					
Intersection V/C	0.485					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.582
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1177	400	644
d_b, Bicycle Delay [s]	7.61	28.81	20.68
I_b,int, Bicycle LOS Score for Intersection	2.114	2.179	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	159	316	0	0	981	97	0	0	0	175	0	509
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	316	0	0	981	97	0	0	0	175	0	509
Peak Hour Factor	0.8120	0.8120	1.0000	1.0000	0.8120	0.8120	1.0000	1.0000	1.0000	0.8120	1.0000	0.8120
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	97	0	0	302	30	0	0	0	54	0	157
Total Analysis Volume [veh/h]	196	389	0	0	1208	119	0	0	0	216	0	627
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	45	0	0	29	0	0	0	0	45	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	59	43	43		24	24
g / C, Green / Cycle	0.13	0.65	0.48	0.48		0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.25	0.25		0.12	0.22
s, saturation flow rate [veh/h]	1781	3560	3560	1785		1781	2813
c, Capacity [veh/h]	231	2314	1694	849		465	735
d1, Uniform Delay [s]	38.32	6.20	16.47	16.45		27.96	31.61
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.40	0.16	1.16	2.28		0.72	2.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.17	0.52	0.52		0.46	0.85
d, Delay for Lane Group [s/veh]	46.72	6.36	17.62	18.73		28.68	34.54
Lane Group LOS	D	A	B	B		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.70	1.33	6.28	6.55		3.93	6.59
50th-Percentile Queue Length [ft/ln]	117.46	33.30	157.12	163.63		98.15	164.73
95th-Percentile Queue Length [veh/ln]	8.25	2.40	10.40	10.74		7.07	10.80
95th-Percentile Queue Length [ft/ln]	206.33	59.94	259.90	268.52		176.66	269.97

Movement, Approach, & Intersection Results

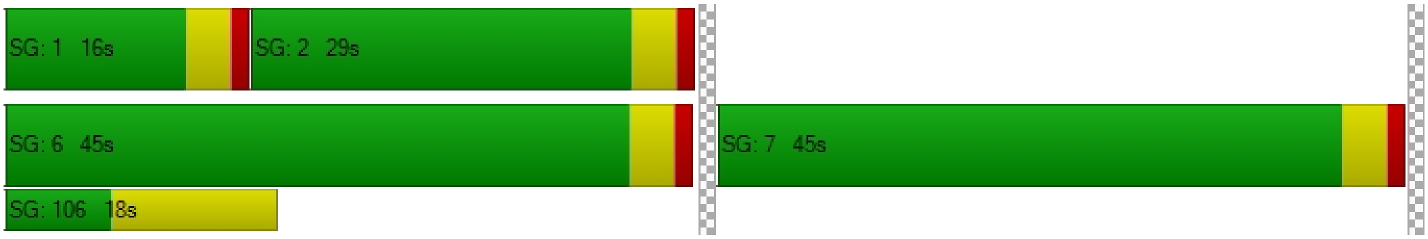
d_M, Delay for Movement [s/veh]	46.72	6.36	0.00	0.00	17.92	18.73	0.00	0.00	0.00	28.68	0.00	34.54
Movement LOS	D	A			B	B				C		C
d_A, Approach Delay [s/veh]	19.88			17.99			0.00			33.04		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	23.00											
Intersection LOS	C											
Intersection V/C	0.671											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.336
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	555	0	911
d_b, Bicycle Delay [s]	13.35	23.48	45.01	13.35
I_b,int, Bicycle LOS Score for Intersection	2.042	2.289	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	344	381	618	609	0	123	1	206	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	344	381	618	609	0	123	1	206	0	0	0
Peak Hour Factor	1.0000	0.8010	0.8010	0.8010	0.8010	1.0000	0.8010	0.8010	0.8010	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	107	119	193	190	0	38	0	64	0	0	0
Total Analysis Volume [veh/h]	0	429	476	772	760	0	154	1	257	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	44	62	0	0	33	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	41	41	25	69	18	18	
g / C, Green / Cycle	0.43	0.43	0.26	0.73	0.19	0.19	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.30	0.22	0.21	0.09	0.16	
s, saturation flow rate [veh/h]	1870	1589	3459	3560	1781	1590	
c, Capacity [veh/h]	799	679	895	2592	335	299	
d1, Uniform Delay [s]	20.24	22.27	33.61	4.47	34.30	37.40	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.58	5.96	2.62	0.29	0.99	7.34	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.54	0.70	0.86	0.29	0.46	0.86	
d, Delay for Lane Group [s/veh]	22.83	28.23	36.23	4.76	35.29	44.74	
Lane Group LOS	C	C	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.38	9.44	8.61	2.18	3.22	6.32	
50th-Percentile Queue Length [ft/ln]	184.58	235.89	215.37	54.46	80.48	158.06	
95th-Percentile Queue Length [veh/ln]	11.84	14.47	13.43	3.92	5.79	10.45	
95th-Percentile Queue Length [ft/ln]	295.99	361.83	335.71	98.03	144.86	261.15	

Movement, Approach, & Intersection Results

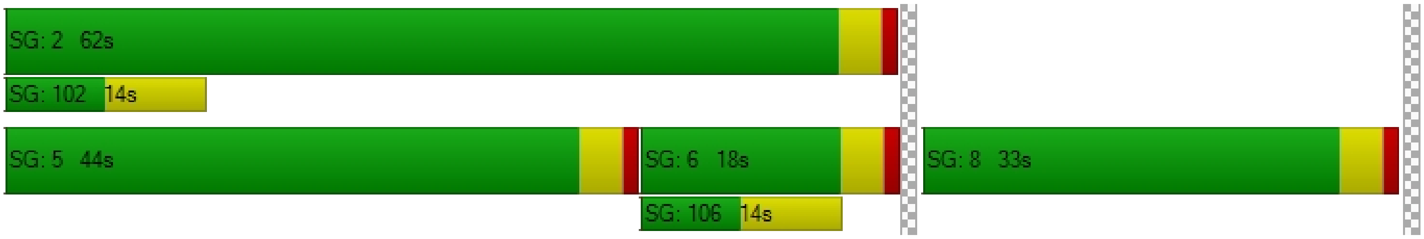
d_M, Delay for Movement [s/veh]	0.00	22.83	28.23	36.23	4.76	0.00	35.29	44.74	44.74	0.00	0.00	0.00
Movement LOS		C	C	D	A		D	D	D			
d_A, Approach Delay [s/veh]	25.67			20.62			41.20			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	25.20											
Intersection LOS	C											
Intersection V/C	0.784											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.076	2.326
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	295	1221	610	0
d_b, Bicycle Delay [s]	34.54	7.21	22.93	47.51
I_b,int, Bicycle LOS Score for Intersection	2.306	2.824	2.239	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	291	0	787	0	1235	1059	0	1594	608
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	291	0	787	0	1235	1059	0	1594	608
Peak Hour Factor	1.0000	1.0000	1.0000	0.8960	1.0000	0.8960	1.0000	0.8960	0.8960	1.0000	0.8960	0.8960
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	81	0	220	0	345	295	0	445	170
Total Analysis Volume [veh/h]	0	0	0	325	0	878	0	1378	1182	0	1779	679
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	52	0	0	0	58	0	0	58	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		56	56	56	56
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		21	21	26	26
g / C, Green / Cycle		0.38	0.38	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate		0.09	0.31	0.27	0.35
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1326	1078	2410	2410
d1, Uniform Delay [s]		11.69	15.40	10.60	11.89
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.10	1.55	0.22	0.45
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.25	0.81	0.57	0.74
d, Delay for Lane Group [s/veh]		11.79	16.95	10.82	12.34
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		1.21	4.47	3.35	4.88
50th-Percentile Queue Length [ft/ln]		30.23	111.81	83.84	122.12
95th-Percentile Queue Length [veh/ln]		2.18	7.94	6.04	8.51
95th-Percentile Queue Length [ft/ln]		54.41	198.51	150.91	212.74

Movement, Approach, & Intersection Results

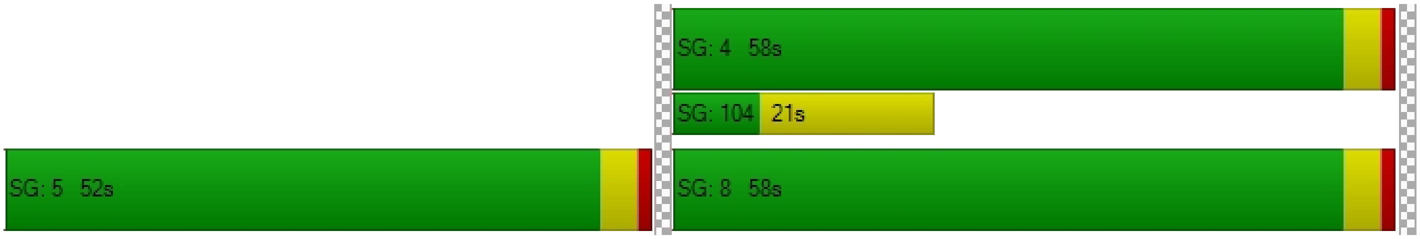
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.79	0.00	16.95	0.00	10.82	0.00	0.00	12.34	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			15.56			10.82			12.34		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	12.75											
Intersection LOS	B											
Intersection V/C	0.773											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	17.88	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.507	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1727	1943	1943
d_b, Bicycle Delay [s]	27.79	0.52	0.02	0.02
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.318	2.538
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↱						↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	672	0	430	0	0	0	0	727	784	0	1539	1092
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	672	0	430	0	0	0	0	727	784	0	1539	1092
Peak Hour Factor	0.9240	1.0000	0.9240	1.0000	1.0000	1.0000	1.0000	0.9240	0.9240	1.0000	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	182	0	116	0	0	0	0	197	212	0	416	295
Total Analysis Volume [veh/h]	727	0	465	0	0	0	0	787	848	0	1666	1182
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	48	0	0	0	0	0	0	72	0	0	72	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	41		41	41
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	12		21	21
g / C, Green / Cycle	0.29		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.21		0.22	0.33
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1015		1830	2618
d1, Uniform Delay [s]	13.12		6.30	7.29
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	0.96		0.16	0.26
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.72		0.43	0.64
d, Delay for Lane Group [s/veh]	14.09		6.46	7.55
Lane Group LOS	B		A	A
Critical Lane Group	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	2.55		1.40	2.29
50th-Percentile Queue Length [ft/ln]	63.68		35.11	57.27
95th-Percentile Queue Length [veh/ln]	4.58		2.53	4.12
95th-Percentile Queue Length [ft/ln]	114.62		63.20	103.08

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.09	0.00	0.00	0.00	0.00	0.00	0.00	6.46	0.00	0.00	7.55	0.00
Movement LOS	B							A			A	
d_A, Approach Delay [s/veh]	14.09			0.00			6.46			7.55		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.77											
Intersection LOS	A											
Intersection V/C	0.666											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	11.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.805
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2128	0	3289	3289
d_b, Bicycle Delay [s]	0.08	20.67	8.59	8.59
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	2.209	2.476
Bicycle LOS	A	D	B	B

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	476	30	193	28	0	39	43	398	0	0	369	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	476	30	193	28	0	39	43	398	0	0	369	33
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	125	8	51	7	0	10	11	105	0	0	97	9
Total Analysis Volume [veh/h]	501	32	203	29	0	41	45	419	0	0	388	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	37	37	4	45	37	37
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.41	0.05	0.50	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.37	0.07	0.07	0.03	0.03	0.03	0.12	0.11	0.12
s, saturation flow rate [veh/h]	1366	1656	1589	1145	1589	1781	3560	1870	1817
c, Capacity [veh/h]	619	684	657	480	657	80	1773	764	742
d1, Uniform Delay [s]	26.05	16.70	16.72	19.53	15.91	42.09	12.86	17.76	17.83
k, delay calibration	0.18	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.20	0.12	0.13	0.05	0.04	5.96	0.31	0.90	0.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.17	0.18	0.06	0.06	0.56	0.24	0.28	0.29
d, Delay for Lane Group [s/veh]	30.25	16.82	16.84	19.58	15.95	48.05	13.17	18.66	18.79
Lane Group LOS	C	B	B	B	B	D	B	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.42	1.54	1.49	0.41	0.50	1.10	2.37	3.03	3.05
50th-Percentile Queue Length [ft/ln]	260.52	38.49	37.35	10.13	12.59	27.55	59.29	75.72	76.18
95th-Percentile Queue Length [veh/ln]	15.71	2.77	2.69	0.73	0.91	1.98	4.27	5.45	5.49
95th-Percentile Queue Length [ft/ln]	392.87	69.28	67.23	18.23	22.66	49.59	106.71	136.30	137.13

Movement, Approach, & Intersection Results

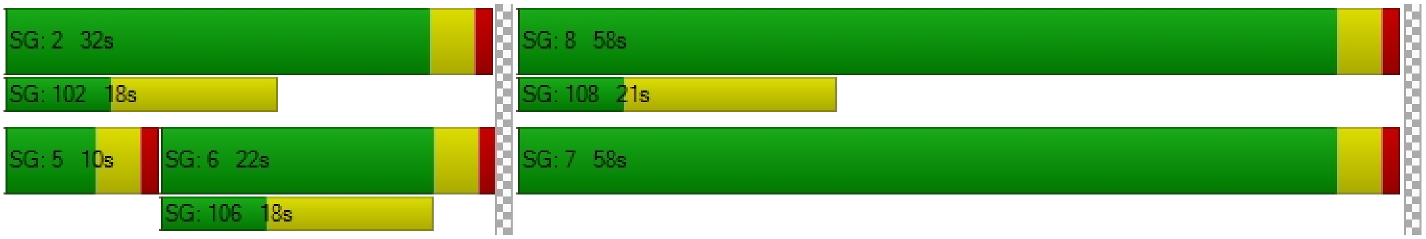
d_M, Delay for Movement [s/veh]	30.25	16.82	16.83	19.58	0.00	15.95	48.05	13.17	0.00	0.00	18.72	18.79
Movement LOS	C	B	B	B		B	D	B			B	B
d_A, Approach Delay [s/veh]	25.97			17.46			16.55			18.73		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	21.23											
Intersection LOS	C											
Intersection V/C	0.587											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.310	1.999	0.000	2.434
Crosswalk LOS	B	A	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.774	1.560	1.942	1.909
Bicycle LOS	C	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	30.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.838

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	225	1328	0	0	1843	258	0	0	0	846	0	1072
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	1328	0	0	1843	258	0	0	0	846	0	1072
Peak Hour Factor	0.9270	0.9270	1.0000	1.0000	0.9270	0.9270	1.0000	1.0000	1.0000	0.9270	1.0000	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	358	0	0	497	70	0	0	0	228	0	289
Total Analysis Volume [veh/h]	243	1433	0	0	1988	278	0	0	0	913	0	1156
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	26	44	0	0	18	0	0	0	0	61	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	105	105	105	105		105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	16	48	28	28		49	49
g / C, Green / Cycle	0.16	0.46	0.26	0.26		0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.14	0.28	0.20	0.17		0.26	0.41
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	276	2328	2687	419		1614	1313
d1, Uniform Delay [s]	43.38	21.53	35.36	34.49		20.28	25.34
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.79	1.23	1.88	8.03		0.31	2.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.62	0.74	0.66		0.57	0.88
d, Delay for Lane Group [s/veh]	52.17	22.76	37.23	42.52		20.60	27.44
Lane Group LOS	D	C	D	D		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	6.80	8.87	7.89	7.20		7.93	12.81
50th-Percentile Queue Length [ft/ln]	169.92	221.83	197.14	179.95		198.17	320.28
95th-Percentile Queue Length [veh/ln]	11.07	13.76	12.49	11.60		12.54	18.68
95th-Percentile Queue Length [ft/ln]	276.81	343.96	312.28	289.95		313.61	467.03

Movement, Approach, & Intersection Results

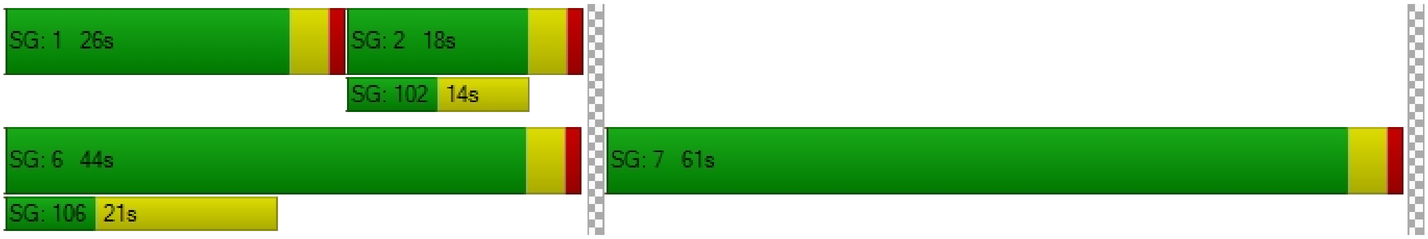
d_M, Delay for Movement [s/veh]	52.17	22.76	0.00	0.00	37.23	42.52	0.00	0.00	0.00	20.60	0.00	27.44
Movement LOS	D	C			D	D				C		C
d_A, Approach Delay [s/veh]	27.02			37.88			0.00			24.42		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	30.22											
Intersection LOS	C											
Intersection V/C	0.838											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	42.07	42.07
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.939	2.711
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	762	267	0	1086
d_b, Bicycle Delay [s]	20.12	39.43	52.50	10.97
I_b,int, Bicycle LOS Score for Intersection	2.481	2.183	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1140	649	1037	1603	0	312	0	357	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1140	649	1037	1603	0	312	0	357	0	0	0
Peak Hour Factor	1.0000	0.9690	0.9690	0.9690	0.9690	1.0000	0.9690	1.0000	0.9690	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	294	167	268	414	0	80	0	92	0	0	0
Total Analysis Volume [veh/h]	0	1176	670	1070	1654	0	322	0	368	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	22	0	44	66	0	24	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	40	40	40	23	67	15	15	
g / C, Green / Cycle	0.45	0.45	0.45	0.26	0.75	0.16	0.16	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.23	0.23	0.21	0.32	0.09	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2281	712	712	1328	3812	563	458	
d1, Uniform Delay [s]	17.54	17.88	17.88	31.39	4.22	34.80	36.30	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.74	2.69	2.69	1.20	0.36	0.92	3.34	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.49	0.52	0.52	0.81	0.43	0.57	0.80	
d, Delay for Lane Group [s/veh]	18.28	20.57	20.57	32.59	4.58	35.71	39.65	
Lane Group LOS	B	C	C	C	A	D	D	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.31	5.78	5.78	7.21	2.91	3.28	4.04	
50th-Percentile Queue Length [ft/ln]	132.64	144.51	144.51	180.31	72.66	81.94	100.88	
95th-Percentile Queue Length [veh/ln]	9.08	9.72	9.72	11.62	5.23	5.90	7.26	
95th-Percentile Queue Length [ft/ln]	227.07	243.08	243.08	290.42	130.78	147.48	181.58	

Movement, Approach, & Intersection Results

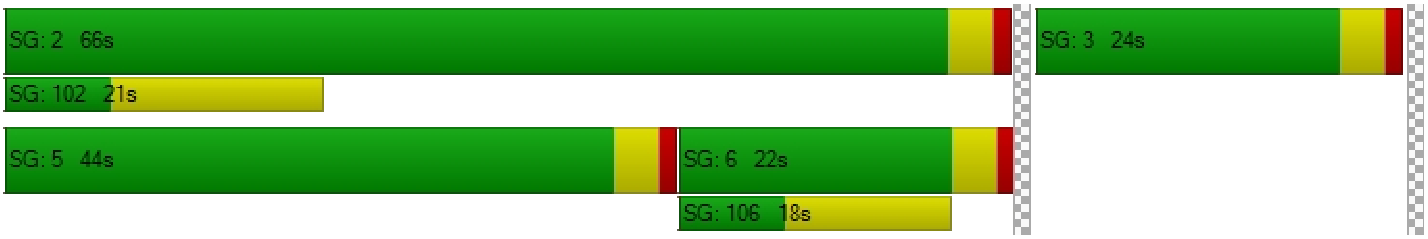
d_M, Delay for Movement [s/veh]	0.00	18.28	20.57	32.59	4.58	0.00	35.71	0.00	39.65	0.00	0.00	0.00
Movement LOS		B	C	C	A		D		D			
d_A, Approach Delay [s/veh]	19.20			15.59			37.81			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	19.77											
Intersection LOS	B											
Intersection V/C	0.657											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.434	2.505
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	1377	444	0
d_b, Bicycle Delay [s]	28.81	4.36	27.23	45.01
I_b,int, Bicycle LOS Score for Intersection	2.321	3.058	1.560	4.132
Bicycle LOS	B	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.677

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	2223	185	0	2279	20	0	0	196	361	309	1281
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2223	185	0	2279	20	0	0	196	361	309	1281
Peak Hour Factor	1.0000	0.9540	0.9540	1.0000	0.9540	0.9540	1.0000	1.0000	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	583	48	0	597	5	0	0	51	95	81	336
Total Analysis Volume [veh/h]	0	2330	194	0	2389	21	0	0	205	378	324	1343
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	30	0	0	30	0	0	0	39	0	21	21
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	52	52	52	9	17	17	17	73
g / C, Green / Cycle	0.58	0.58	0.58	0.10	0.19	0.19	0.19	0.81
(v / s)_i Volume / Saturation Flow Rate	0.34	0.28	0.26	0.07	0.13	0.13	0.14	0.48
s, saturation flow rate [veh/h]	6792	6792	1856	2813	1781	1814	1702	2813
c, Capacity [veh/h]	3924	3924	1072	279	338	344	323	2284
d1, Uniform Delay [s]	12.23	11.22	10.85	39.42	34.04	33.95	34.28	3.05
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.67	0.44	1.36	3.72	2.54	2.36	3.09	1.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.49	0.45	0.73	0.69	0.68	0.72	0.59
d, Delay for Lane Group [s/veh]	12.90	11.66	12.22	43.14	36.58	36.30	37.37	4.17
Lane Group LOS	B	B	B	D	D	D	D	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	6.97	5.27	5.39	2.32	4.92	4.90	5.00	2.67
50th-Percentile Queue Length [ft/ln]	174.18	131.78	134.72	57.96	123.1	122.4	124.9	66.84
95th-Percentile Queue Length [veh/ln]	11.30	9.04	9.20	4.17	8.56	8.53	8.66	4.81
95th-Percentile Queue Length [ft/ln]	282.40	225.91	229.90	104.32	214.0	213.1	216.5	120.3

Movement, Approach, & Intersection Results

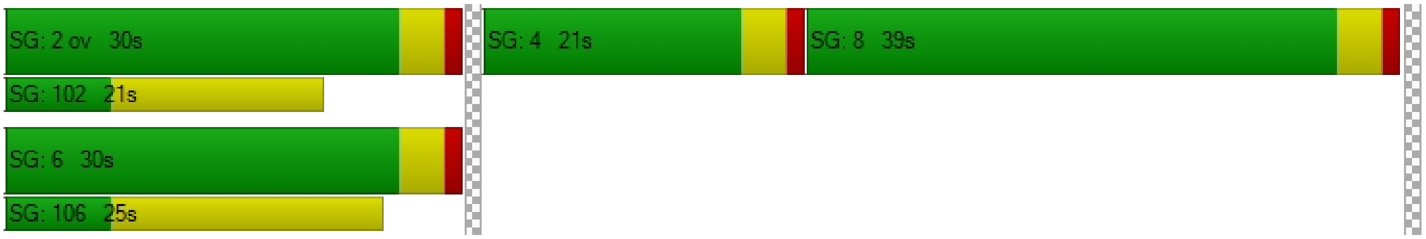
d_M, Delay for Movement [s/veh]	0.00	12.90	0.00	0.00	11.77	12.22	0.00	0.00	43.14	36.58	37.07	4.17
Movement LOS		B			B	B			D	D	D	A
d_A, Approach Delay [s/veh]	12.90			11.77			43.14			15.35		
Approach LOS	B			B			D			B		
d_I, Intersection Delay [s/veh]	14.11											
Intersection LOS	B											
Intersection V/C	0.677											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.70	34.70
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.265	2.785
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	577	577	777	378
d_b, Bicycle Delay [s]	22.78	22.78	16.83	29.63
I_b,int, Bicycle LOS Score for Intersection	2.521	2.355	1.560	3.247
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	128	1595	1532	938	832	334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	1595	1532	938	832	334
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	34	422	406	248	220	0
Total Analysis Volume [veh/h]	136	1690	1623	994	881	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	26	48	22	0	42	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	63	50	19
g / C, Green / Cycle	0.10	0.70	0.56	0.22
(v / s)_i Volume / Saturation Flow Rate	0.08	0.25	0.32	0.17
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	172	4726	2826	1117
d1, Uniform Delay [s]	39.77	5.54	13.10	33.40
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.83	0.21	0.86	1.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.36	0.57	0.79
d, Delay for Lane Group [s/veh]	47.60	5.75	13.95	34.68
Lane Group LOS	D	A	B	C
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.28	2.72	6.76	6.06
50th-Percentile Queue Length [ft/ln]	81.93	68.06	169.10	151.39
95th-Percentile Queue Length [veh/ln]	5.90	4.90	11.03	10.09
95th-Percentile Queue Length [ft/ln]	147.47	122.50	275.73	252.29

Movement, Approach, & Intersection Results

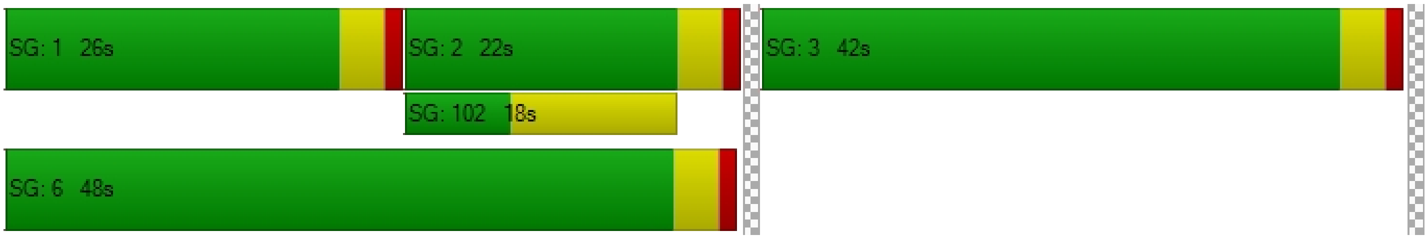
d_M, Delay for Movement [s/veh]	47.60	5.75	13.95	0.00	34.68	0.00
Movement LOS	D	A	B		C	
d_A, Approach Delay [s/veh]	8.87		13.95		34.68	
Approach LOS	A		B		C	
d_I, Intersection Delay [s/veh]	16.03					
Intersection LOS	B					
Intersection V/C	0.652					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.618
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	978	400	844
d_b, Bicycle Delay [s]	11.76	28.81	15.03
I_b,int, Bicycle LOS Score for Intersection	2.313	2.452	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	43.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.965

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑			↑ ↑ ↱						↰ ↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	153	592	0	0	1034	152	0	0	0	408	0	1366
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	153	592	0	0	1034	152	0	0	0	408	0	1366
Peak Hour Factor	0.9180	0.9180	1.0000	1.0000	0.9180	0.9180	1.0000	1.0000	1.0000	0.9180	1.0000	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	161	0	0	282	41	0	0	0	111	0	372
Total Analysis Volume [veh/h]	167	645	0	0	1126	166	0	0	0	444	0	1488
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	50	0	0	34	0	0	0	0	70	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	47	31	31		65	65
g / C, Green / Cycle	0.10	0.39	0.25	0.25		0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.09	0.18	0.24	0.25		0.25	0.53
s, saturation flow rate [veh/h]	1781	3560	3560	1751		1781	2813
c, Capacity [veh/h]	179	1384	907	446		970	1532
d1, Uniform Delay [s]	53.53	27.37	43.94	44.18		16.56	26.39
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	18.55	1.13	19.98	34.91		0.34	5.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.47	0.95	0.97		0.46	0.97
d, Delay for Lane Group [s/veh]	72.08	28.50	63.92	79.09		16.90	32.25
Lane Group LOS	E	C	E	E		B	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	5.92	7.11	14.99	16.87		7.35	20.63
50th-Percentile Queue Length [ft/ln]	147.92	177.81	374.78	421.67		183.71	515.66
95th-Percentile Queue Length [veh/ln]	9.91	11.49	21.34	23.60		11.79	28.07
95th-Percentile Queue Length [ft/ln]	247.64	287.16	533.53	590.06		294.85	701.86

Movement, Approach, & Intersection Results

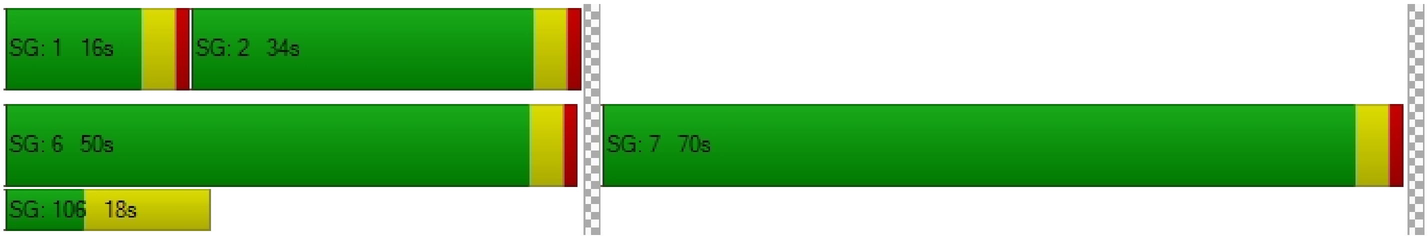
d_M, Delay for Movement [s/veh]	72.08	28.50	0.00	0.00	67.48	79.09	0.00	0.00	0.00	16.90	0.00	32.25
Movement LOS	E	C			E	E				B		C
d_A, Approach Delay [s/veh]	37.47			68.98			0.00			28.72		
Approach LOS	D			E			A			C		
d_I, Intersection Delay [s/veh]	43.37											
Intersection LOS	D											
Intersection V/C	0.965											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.49
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.616
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	767	500	0	1100
d_b, Bicycle Delay [s]	22.80	33.73	59.98	12.14
I_b,int, Bicycle LOS Score for Intersection	2.230	2.270	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↱			↰ ↰ ↑ ↑			↰ ✛					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	564	172	614	834	0	188	1	159	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	564	172	614	834	0	188	1	159	0	0	0
Peak Hour Factor	1.0000	0.9290	0.9290	0.9290	0.9290	1.0000	0.9290	0.9290	0.9290	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	152	46	165	224	0	51	0	43	0	0	0
Total Analysis Volume [veh/h]	0	607	185	661	898	0	202	1	171	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	48	66	0	0	29	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	49	49	21	74	13	13	
g / C, Green / Cycle	0.51	0.51	0.23	0.78	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.21	0.23	0.19	0.25	0.11	0.11	
s, saturation flow rate [veh/h]	1870	1728	3459	3560	1781	1596	
c, Capacity [veh/h]	955	882	781	2771	245	219	
d1, Uniform Delay [s]	14.44	14.77	35.22	3.12	39.74	39.76	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.33	1.65	2.65	0.31	6.08	6.90	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.41	0.45	0.85	0.32	0.80	0.81	
d, Delay for Lane Group [s/veh]	15.77	16.42	37.87	3.43	45.82	46.66	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.39	5.56	7.46	1.90	4.81	4.39	
50th-Percentile Queue Length [ft/ln]	134.74	138.90	186.51	47.44	120.29	109.64	
95th-Percentile Queue Length [veh/ln]	9.20	9.42	11.94	3.42	8.41	7.82	
95th-Percentile Queue Length [ft/ln]	229.92	235.54	298.49	85.40	210.23	195.50	

Movement, Approach, & Intersection Results

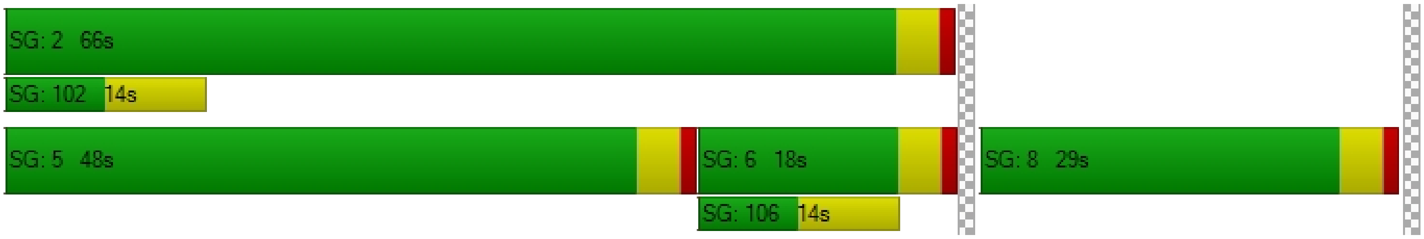
d_M, Delay for Movement [s/veh]	0.00	16.00	16.42	37.87	3.43	0.00	45.87	46.66	46.66	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	16.09			18.03			46.22			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	21.34											
Intersection LOS	C											
Intersection V/C	0.608											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.064	2.130
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	295	1305	526	0
d_b, Bicycle Delay [s]	34.54	5.74	25.80	47.51
I_b,int, Bicycle LOS Score for Intersection	2.213	2.846	2.177	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E-V

YEAR 2030 CUMULATIVE TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	1055	0	970	0	1645	1146	0	1410	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1055	0	970	0	1645	1146	0	1410	161
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	264	0	243	0	411	287	0	353	40
Total Analysis Volume [veh/h]	0	0	0	1055	0	970	0	1645	1146	0	1410	161
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	55	0	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		58	58	58	58
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		25	25	25	25
g / C, Green / Cycle		0.43	0.43	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate		0.31	0.34	0.32	0.28
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1500	1220	2188	2188
d1, Uniform Delay [s]		13.49	14.30	14.04	13.15
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.61	1.22	0.54	0.32
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.70	0.80	0.75	0.64
d, Delay for Lane Group [s/veh]		14.10	15.53	14.58	13.47
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		4.90	4.86	5.25	4.19
50th-Percentile Queue Length [ft/ln]		122.45	121.47	131.27	104.79
95th-Percentile Queue Length [veh/ln]		8.53	8.47	9.01	7.54
95th-Percentile Queue Length [ft/ln]		213.19	211.85	225.21	188.61

Movement, Approach, & Intersection Results

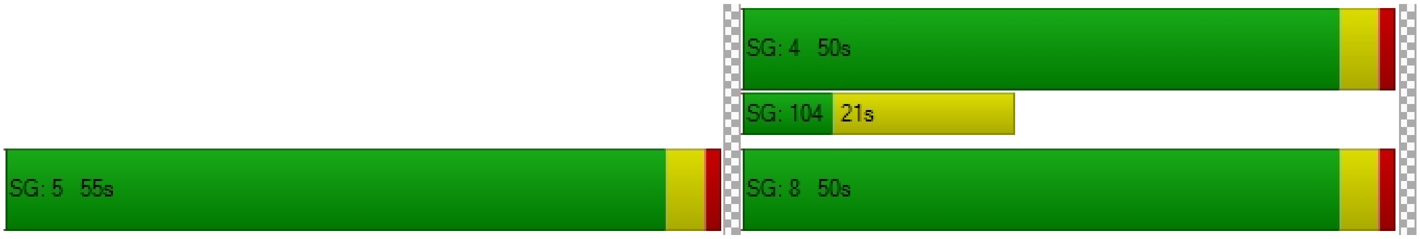
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	14.10	0.00	15.53	0.00	14.58	0.00	0.00	13.47	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			14.78			14.58			13.47		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	14.35											
Intersection LOS	B											
Intersection V/C	0.774											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	19.16	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.670	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1751	1579	1579
d_b, Bicycle Delay [s]	29.12	0.45	1.29	1.29
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.464	2.335
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↱						↑ ↑ ↱ ↱			↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	996	0	1074	0	0	0	0	1791	911	0	580	269
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	996	0	1074	0	0	0	0	1791	911	0	580	269
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	249	0	269	0	0	0	0	448	228	0	145	67
Total Analysis Volume [veh/h]	996	0	1074	0	0	0	0	1791	911	0	580	269
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	47	0	0	0	0	0	0	43	0	0	43	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	58		58	58
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	20		30	30
g / C, Green / Cycle	0.35		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.29		0.50	0.11
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1205		1831	2620
d1, Uniform Delay [s]	17.38		13.84	7.76
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.51		5.91	0.04
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.83		0.98	0.22
d, Delay for Lane Group [s/veh]	18.89		19.76	7.81
Lane Group LOS	B		B	A
Critical Lane Group	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	5.62		10.46	1.09
50th-Percentile Queue Length [ft/ln]	140.44		261.52	27.37
95th-Percentile Queue Length [veh/ln]	9.50		15.77	1.97
95th-Percentile Queue Length [ft/ln]	237.62		394.13	49.26

Movement, Approach, & Intersection Results

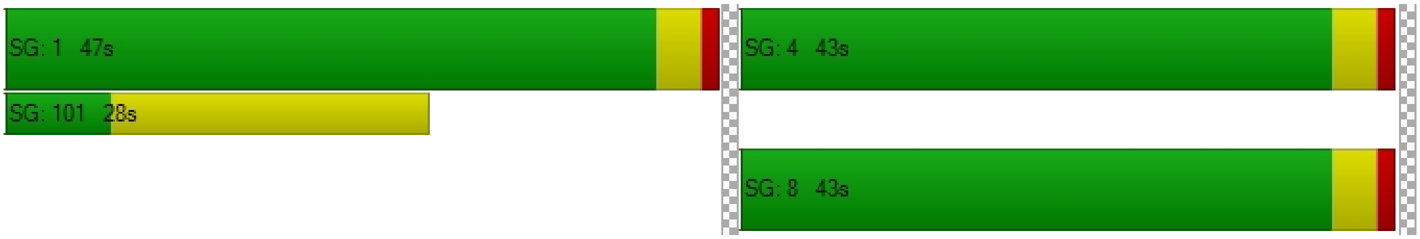
d_M, Delay for Movement [s/veh]	18.89	0.00	0.00	0.00	0.00	0.00	0.00	19.76	0.00	0.00	7.81	0.00
Movement LOS	B							B			A	
d_A, Approach Delay [s/veh]	18.89			0.00			19.76			7.81		
Approach LOS	B			A			B			A		
d_I, Intersection Delay [s/veh]	17.44											
Intersection LOS	B											
Intersection V/C	0.917											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	19.18
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.814
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1476	0	1338	1338
d_b, Bicycle Delay [s]	2.00	29.14	3.19	3.19
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	3.037	1.879
Bicycle LOS	A	D	C	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.410

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	380	6	99	52	0	78	21	241	0	0	125	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	380	6	99	52	0	78	21	241	0	0	125	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	2	25	13	0	20	5	60	0	0	31	5
Total Analysis Volume [veh/h]	380	6	99	52	0	78	21	241	0	0	125	18
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	30	30	30	30	30	2	52	45	45
g / C, Green / Cycle	0.33	0.33	0.33	0.33	0.33	0.03	0.58	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.29	0.03	0.03	0.04	0.05	0.01	0.07	0.04	0.04
s, saturation flow rate [veh/h]	1321	1617	1589	1289	1589	1781	3560	1870	1790
c, Capacity [veh/h]	495	540	531	456	531	49	2055	944	904
d1, Uniform Delay [s]	29.72	20.63	20.63	23.52	20.99	43.07	8.64	11.46	11.48
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.54	0.08	0.08	0.11	0.13	5.80	0.12	0.16	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.10	0.10	0.11	0.15	0.43	0.12	0.08	0.08
d, Delay for Lane Group [s/veh]	32.25	20.71	20.71	23.63	21.11	48.87	8.75	11.62	11.65
Lane Group LOS	C	C	C	C	C	D	A	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.96	0.77	0.75	0.82	1.15	0.53	1.03	0.75	0.75
50th-Percentile Queue Length [ft/ln]	199.03	19.14	18.82	20.44	28.71	13.36	25.66	18.64	18.72
95th-Percentile Queue Length [veh/ln]	12.59	1.38	1.36	1.47	2.07	0.96	1.85	1.34	1.35
95th-Percentile Queue Length [ft/ln]	314.71	34.46	33.88	36.78	51.67	24.05	46.18	33.55	33.70

Movement, Approach, & Intersection Results

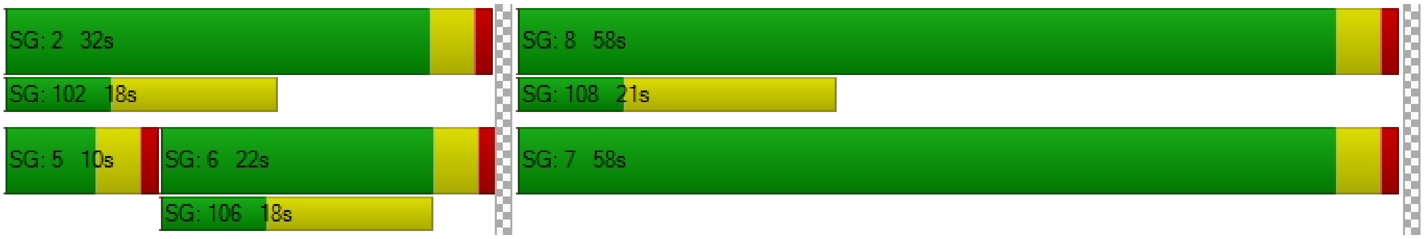
d_M, Delay for Movement [s/veh]	32.25	20.71	20.71	23.63	0.00	21.11	48.87	8.75	0.00	0.00	11.63	11.65
Movement LOS	C	C	C	C		C	D	A			B	B
d_A, Approach Delay [s/veh]	29.75			22.12			11.97			11.64		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	21.67											
Intersection LOS	C											
Intersection V/C	0.410											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	2.249	1.997	0.000	2.335
Crosswalk LOS	B	A	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.360	1.560	1.776	1.678
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.766

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	198	971	0	0	2658	321	0	0	0	663	0	849
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	971	0	0	2658	321	0	0	0	663	0	849
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	243	0	0	665	80	0	0	0	166	0	212
Total Analysis Volume [veh/h]	198	971	0	0	2658	321	0	0	0	663	0	849
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	23	41	0	0	18	0	0	0	0	59	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	57	39	39		36	36
g / C, Green / Cycle	0.13	0.56	0.39	0.39		0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.11	0.19	0.26	0.20		0.19	0.30
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	233	2878	4016	627		1228	999
d1, Uniform Delay [s]	42.51	11.69	24.83	22.99		25.73	29.79
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.44	0.32	0.87	2.98		0.37	2.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.34	0.66	0.51		0.54	0.85
d, Delay for Lane Group [s/veh]	50.95	12.01	25.70	25.97		26.11	31.93
Lane Group LOS	D	B	C	C		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	5.28	3.76	8.52	6.12		6.23	9.44
50th-Percentile Queue Length [ft/ln]	132.09	94.10	212.91	153.11		155.71	235.90
95th-Percentile Queue Length [veh/ln]	9.05	6.77	13.30	10.18		10.32	14.47
95th-Percentile Queue Length [ft/ln]	226.33	169.37	332.56	254.58		258.03	361.84

Movement, Approach, & Intersection Results

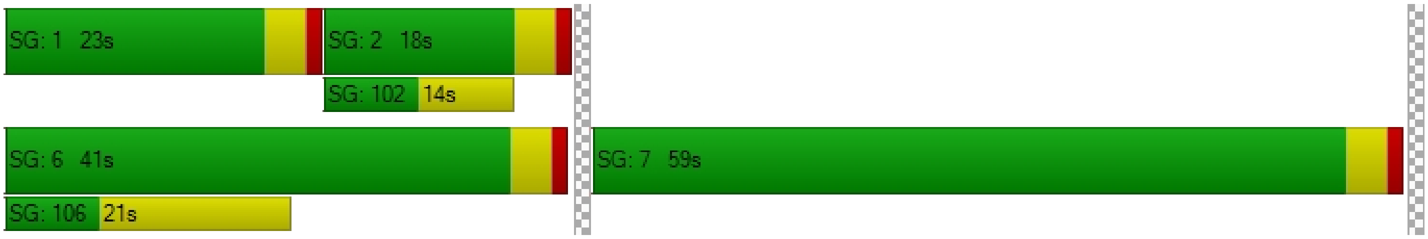
d_M, Delay for Movement [s/veh]	50.95	12.01	0.00	0.00	25.70	25.97	0.00	0.00	0.00	26.11	0.00	31.93
Movement LOS	D	B			C	C				C		C
d_A, Approach Delay [s/veh]	18.61			25.73			0.00			29.38		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	25.23											
Intersection LOS	C											
Intersection V/C	0.766											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.934	2.600
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	280	0	1100
d_b, Bicycle Delay [s]	19.85	36.98	50.00	10.13
I_b,int, Bicycle LOS Score for Intersection	2.203	2.379	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	31.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.928

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑ ↑ ↑→ ↱			↰ ↰ ↰ ↑ ↑ ↑			↰ ↰ ↱ ↱					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	979	1219	1669	1792	0	211	0	354	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	979	1219	1669	1792	0	211	0	354	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	245	305	417	448	0	53	0	89	0	0	0
Total Analysis Volume [veh/h]	0	979	1219	1669	1792	0	211	0	354	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	50	0	45	95	0	20	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	115	115	115	115	115	115	115	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	47	47	47	40	91	16	16	
g / C, Green / Cycle	0.41	0.41	0.41	0.35	0.79	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.38	0.38	0.32	0.35	0.06	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2093	653	653	1792	4030	482	392	
d1, Uniform Delay [s]	24.70	32.36	32.36	36.31	3.87	45.35	48.72	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.75	22.17	22.17	2.71	0.36	0.63	7.85	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.47	0.93	0.93	0.93	0.44	0.44	0.90	
d, Delay for Lane Group [s/veh]	25.45	54.53	54.53	39.02	4.23	45.98	56.57	
Lane Group LOS	C	D	D	D	A	D	E	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.58	19.77	19.77	15.23	3.62	2.81	5.41	
50th-Percentile Queue Length [ft/ln]	164.55	494.29	494.29	380.74	90.53	70.18	135.26	
95th-Percentile Queue Length [veh/ln]	10.79	27.06	27.06	21.63	6.52	5.05	9.22	
95th-Percentile Queue Length [ft/ln]	269.74	676.60	676.60	540.75	162.95	126.32	230.62	

Movement, Approach, & Intersection Results

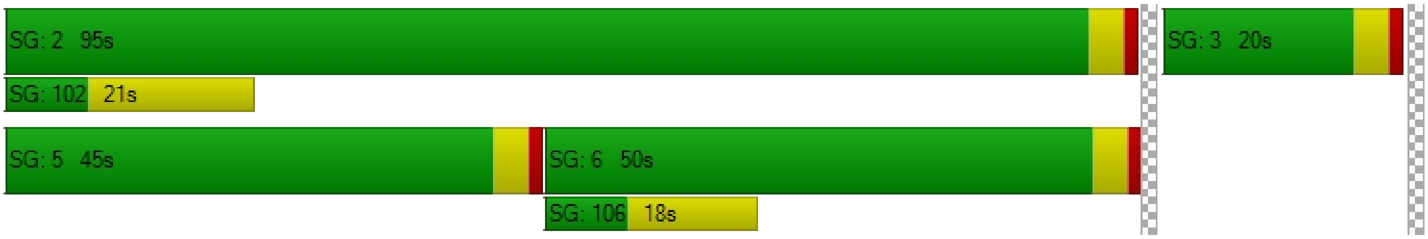
d_M, Delay for Movement [s/veh]	0.00	25.45	54.53	39.02	4.23	0.00	45.98	0.00	56.57	0.00	0.00	0.00
Movement LOS		C	D	D	A		D		E			
d_A, Approach Delay [s/veh]	41.58			21.00			52.61			0.00		
Approach LOS	D			C			D			A		
d_I, Intersection Delay [s/veh]	31.14											
Intersection LOS	C											
Intersection V/C	0.928											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	47.02	47.02
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.422	2.891
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	1583	278	0
d_b, Bicycle Delay [s]	20.69	2.50	42.61	57.49
I_b,int, Bicycle LOS Score for Intersection	2.466	3.463	1.560	4.132
Bicycle LOS	B	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.381

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	1687	208	0	2313	9	0	0	37	135	80	759
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1687	208	0	2313	9	0	0	37	135	80	759
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	422	52	0	578	2	0	0	9	34	20	190
Total Analysis Volume [veh/h]	0	1687	208	0	2313	9	0	0	37	135	80	759
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	51	0	0	51	0	0	0	10	0	29	29
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	64	64	64	4	10	10	10	78
g / C, Green / Cycle	0.71	0.71	0.71	0.04	0.11	0.11	0.11	0.87
(v / s)_i Volume / Saturation Flow Rate	0.25	0.27	0.25	0.01	0.04	0.04	0.04	0.27
s, saturation flow rate [veh/h]	6792	6792	1864	2813	1781	1788	1702	2813
c, Capacity [veh/h]	4841	4841	1328	116	201	201	192	2447
d1, Uniform Delay [s]	4.94	5.11	4.95	41.93	36.92	36.92	37.07	1.04
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.23	0.73	1.55	1.05	1.04	1.27	0.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.38	0.35	0.32	0.35	0.35	0.39	0.31
d, Delay for Lane Group [s/veh]	5.14	5.34	5.67	43.48	37.96	37.96	38.34	1.38
Lane Group LOS	A	A	A	D	D	D	D	A
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.46	2.80	2.91	0.42	1.47	1.48	1.56	0.30
50th-Percentile Queue Length [ft/ln]	61.51	70.12	72.67	10.52	36.87	37.01	39.02	7.46
95th-Percentile Queue Length [veh/ln]	4.43	5.05	5.23	0.76	2.65	2.66	2.81	0.54
95th-Percentile Queue Length [ft/ln]	110.73	126.21	130.80	18.93	66.36	66.62	70.24	13.42

Movement, Approach, & Intersection Results

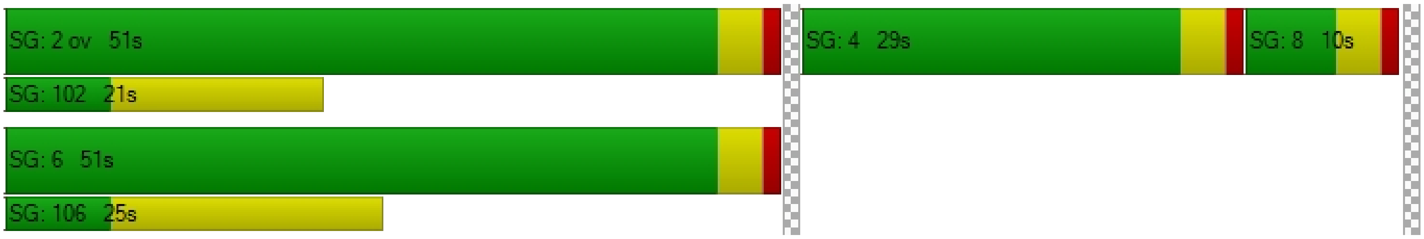
d_M, Delay for Movement [s/veh]	0.00	5.14	0.00	0.00	5.41	5.67	0.00	0.00	43.48	37.96	38.31	1.38
Movement LOS		A			A	A			D	D	D	A
d_A, Approach Delay [s/veh]	5.14			5.41			43.48			9.48		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	6.39											
Intersection LOS	A											
Intersection V/C	0.381											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.161	2.611
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1044	1044	133	555
d_b, Bicycle Delay [s]	10.28	10.28	39.21	23.48
I_b,int, Bicycle LOS Score for Intersection	2.255	2.326	1.560	2.363
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	132	1229	1110	1003	668	571
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	1229	1110	1003	668	571
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	33	307	278	251	167	0
Total Analysis Volume [veh/h]	132	1229	1110	1003	668	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	44	66	22	0	29	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	71	59	16
g / C, Green / Cycle	0.09	0.75	0.62	0.16
(v / s)_i Volume / Saturation Flow Rate	0.07	0.18	0.22	0.13
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	168	5109	3138	849
d1, Uniform Delay [s]	42.11	3.56	8.96	38.16
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.92	0.11	0.31	1.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.24	0.35	0.79
d, Delay for Lane Group [s/veh]	50.03	3.67	9.27	39.82
Lane Group LOS	D	A	A	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.37	1.41	3.52	5.04
50th-Percentile Queue Length [ft/ln]	84.19	35.22	87.89	125.93
95th-Percentile Queue Length [veh/ln]	6.06	2.54	6.33	8.72
95th-Percentile Queue Length [ft/ln]	151.54	63.40	158.21	217.94

Movement, Approach, & Intersection Results

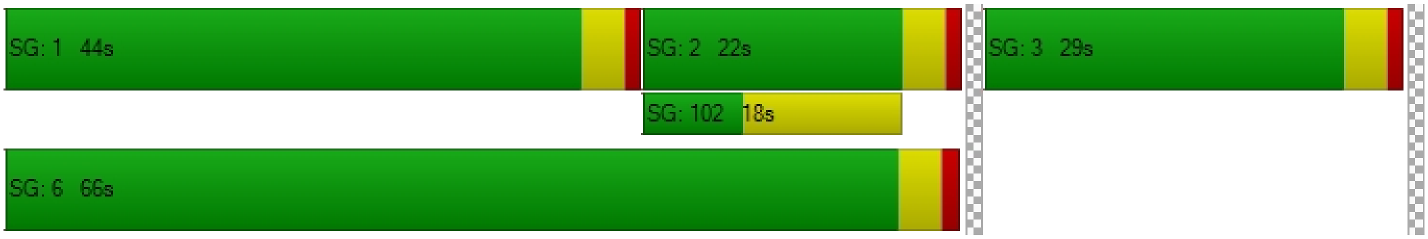
d_M, Delay for Movement [s/veh]	50.03	3.67	9.27	0.00	39.82	0.00
Movement LOS	D	A	A		D	
d_A, Approach Delay [s/veh]	8.17		9.27		39.82	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	15.29					
Intersection LOS	B					
Intersection V/C	0.482					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.585
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1305	379	526
d_b, Bicycle Delay [s]	5.74	31.21	25.80
I_b,int, Bicycle LOS Score for Intersection	2.121	2.170	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	177	368	0	0	1014	105	0	0	0	191	0	529
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	177	368	0	0	1014	105	0	0	0	191	0	529
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	92	0	0	254	26	0	0	0	48	0	132
Total Analysis Volume [veh/h]	177	368	0	0	1014	105	0	0	0	191	0	529
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	26	40	0	0	14	0	0	0	0	50	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	11	62	47	47		20	20
g / C, Green / Cycle	0.12	0.69	0.52	0.52		0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.10	0.10	0.21	0.21		0.11	0.19
s, saturation flow rate [veh/h]	1781	3560	3560	1781		1781	2813
c, Capacity [veh/h]	216	2444	1854	927		400	632
d1, Uniform Delay [s]	38.59	4.94	13.09	13.09		30.32	33.33
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	7.43	0.13	0.65	1.30		0.88	3.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.15	0.40	0.40		0.48	0.84
d, Delay for Lane Group [s/veh]	46.01	5.07	13.74	14.39		31.20	36.36
Lane Group LOS	D	A	B	B		C	D
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.20	1.06	4.46	4.62		3.63	5.64
50th-Percentile Queue Length [ft/ln]	104.97	26.52	111.47	115.62		90.75	141.09
95th-Percentile Queue Length [veh/ln]	7.56	1.91	7.92	8.15		6.53	9.54
95th-Percentile Queue Length [ft/ln]	188.94	47.73	198.04	203.79		163.35	238.49

Movement, Approach, & Intersection Results

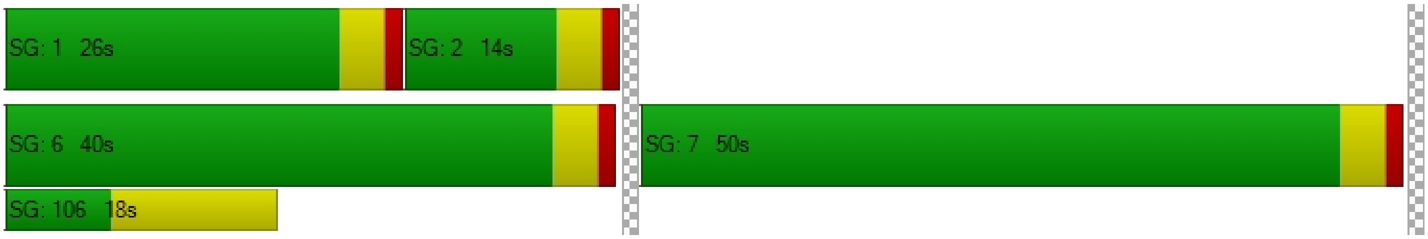
d_M, Delay for Movement [s/veh]	46.01	5.07	0.00	0.00	13.91	14.39	0.00	0.00	0.00	31.20	0.00	36.36
Movement LOS	D	A			B	B				C		D
d_A, Approach Delay [s/veh]	18.37			13.96			0.00			34.99		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	21.32											
Intersection LOS	C											
Intersection V/C	0.573											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.306
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	222	0	1022
d_b, Bicycle Delay [s]	16.21	35.57	45.01	10.76
I_b,int, Bicycle LOS Score for Intersection	2.009	2.175	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑↱			↰ ↰ ↑ ↑			↰ ↰↑↱					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	403	417	623	659	0	133	1	224	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	417	623	659	0	133	1	224	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	104	156	165	0	33	0	56	0	0	0
Total Analysis Volume [veh/h]	0	403	417	623	659	0	133	1	224	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	38	56	0	0	34	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	44	44	19	67	15	15	
g / C, Green / Cycle	0.48	0.48	0.21	0.74	0.17	0.17	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.26	0.18	0.19	0.07	0.14	
s, saturation flow rate [veh/h]	1870	1589	3459	3560	1781	1591	
c, Capacity [veh/h]	903	768	743	2643	301	268	
d1, Uniform Delay [s]	15.34	16.31	33.85	3.67	33.62	36.23	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.59	2.75	2.62	0.23	1.02	6.86	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.45	0.54	0.84	0.25	0.44	0.84	
d, Delay for Lane Group [s/veh]	16.93	19.06	36.47	3.89	34.64	43.09	
Lane Group LOS	B	B	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.55	6.26	6.64	1.52	2.66	5.20	
50th-Percentile Queue Length [ft/ln]	138.85	156.45	165.89	37.99	66.48	130.11	
95th-Percentile Queue Length [veh/ln]	9.42	10.36	10.86	2.74	4.79	8.95	
95th-Percentile Queue Length [ft/ln]	235.48	259.02	271.51	68.38	119.67	223.64	

Movement, Approach, & Intersection Results

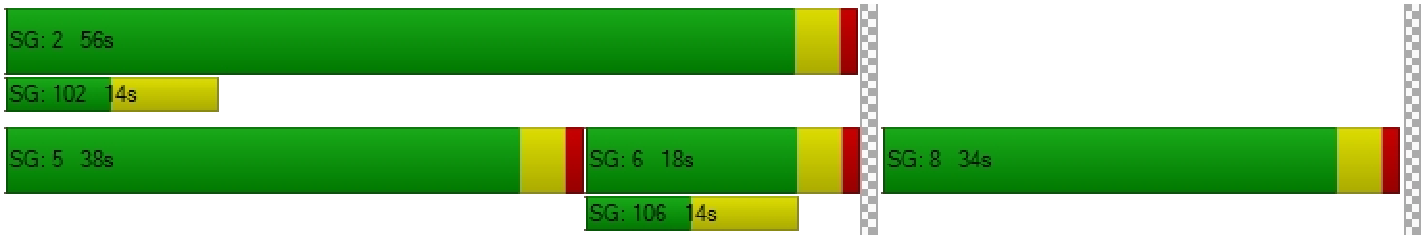
d_M, Delay for Movement [s/veh]	0.00	16.93	19.06	36.47	3.89	0.00	34.64	43.09	43.09	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	D	D			
d_A, Approach Delay [s/veh]	18.01			19.72			39.95			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	22.10											
Intersection LOS	C											
Intersection V/C	0.674											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.056	2.222
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	1155	666	0
d_b, Bicycle Delay [s]	32.10	8.03	20.01	45.01
I_b,int, Bicycle LOS Score for Intersection	2.236	2.617	2.150	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	318	0	802	0	1325	1148	0	1725	667
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	318	0	802	0	1325	1148	0	1725	667
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	80	0	201	0	331	287	0	431	167
Total Analysis Volume [veh/h]	0	0	0	318	0	802	0	1325	1148	0	1725	667
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	47	0	0	0	53	0	0	53	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		51	51	51	51
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		19	19	25	25
g / C, Green / Cycle		0.36	0.36	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate		0.09	0.29	0.26	0.34
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1259	1024	2447	2447
d1, Uniform Delay [s]		11.44	14.53	9.37	10.49
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.10	1.35	0.19	0.38
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.25	0.78	0.54	0.71
d, Delay for Lane Group [s/veh]		11.55	15.89	9.56	10.87
Lane Group LOS		B	B	A	B
Critical Lane Group		No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		1.10	3.65	2.73	4.00
50th-Percentile Queue Length [ft/ln]		27.45	91.29	68.26	100.01
95th-Percentile Queue Length [veh/ln]		1.98	6.57	4.91	7.20
95th-Percentile Queue Length [ft/ln]		49.41	164.32	122.86	180.02

Movement, Approach, & Intersection Results

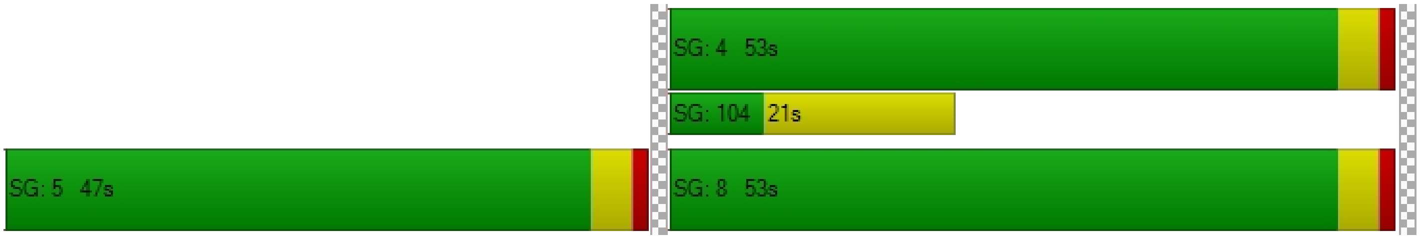
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.55	0.00	15.89	0.00	9.56	0.00	0.00	10.87	0.00
Movement LOS				B		B		A			B	
d_A, Approach Delay [s/veh]	0.00			14.66			9.56			10.87		
Approach LOS	A			B			A			B		
d_I, Intersection Delay [s/veh]	11.47											
Intersection LOS	B											
Intersection V/C	0.739											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	15.77	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.486	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1680	1915	1915
d_b, Bicycle Delay [s]	25.59	0.65	0.05	0.05
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.288	2.508
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↱						↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	724	0	470	0	0	0	0	797	829	0	1674	1185
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	724	0	470	0	0	0	0	797	829	0	1674	1185
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	0	118	0	0	0	0	199	207	0	419	296
Total Analysis Volume [veh/h]	724	0	470	0	0	0	0	797	829	0	1674	1185
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	48	0	0	0	0	0	0	72	0	0	72	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	42		42	42
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	12		21	21
g / C, Green / Cycle	0.29		0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.21		0.22	0.33
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1010		1837	2629
d1, Uniform Delay [s]	13.21		6.29	7.27
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	0.97		0.16	0.26
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.72		0.43	0.64
d, Delay for Lane Group [s/veh]	14.18		6.45	7.53
Lane Group LOS	B		A	A
Critical Lane Group	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	2.56		1.43	2.30
50th-Percentile Queue Length [ft/ln]	63.91		35.66	57.62
95th-Percentile Queue Length [veh/ln]	4.60		2.57	4.15
95th-Percentile Queue Length [ft/ln]	115.04		64.18	103.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.18	0.00	0.00	0.00	0.00	0.00	0.00	6.45	0.00	0.00	7.53	0.00
Movement LOS	B							A			A	
d_A, Approach Delay [s/veh]	14.18			0.00			6.45			7.53		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.77											
Intersection LOS	A											
Intersection V/C	0.666											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	11.21
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.809
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2120	0	3276	3276
d_b, Bicycle Delay [s]	0.07	20.76	8.45	8.45
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	2.217	2.480
Bicycle LOS	A	D	B	B

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	514	32	208	30	0	42	46	457	0	0	413	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	514	32	208	30	0	42	46	457	0	0	413	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	8	52	8	0	11	12	114	0	0	103	9
Total Analysis Volume [veh/h]	514	32	208	30	0	42	46	457	0	0	413	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	38	38	38	38	38	4	44	36	36
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.42	0.05	0.49	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.38	0.07	0.07	0.03	0.03	0.03	0.13	0.12	0.12
s, saturation flow rate [veh/h]	1364	1655	1589	1140	1589	1781	3560	1870	1819
c, Capacity [veh/h]	632	700	673	490	673	81	1737	744	723
d1, Uniform Delay [s]	25.59	16.17	16.18	18.96	15.38	42.07	13.54	18.54	18.62
k, delay calibration	0.19	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.48	0.12	0.12	0.05	0.04	6.02	0.37	1.04	1.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.17	0.18	0.06	0.06	0.57	0.26	0.30	0.31
d, Delay for Lane Group [s/veh]	30.07	16.28	16.30	19.01	15.42	48.09	13.90	19.59	19.73
Lane Group LOS	C	B	B	B	B	D	B	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.69	1.54	1.50	0.41	0.51	1.13	2.69	3.32	3.34
50th-Percentile Queue Length [ft/ln]	267.32	38.52	37.47	10.30	12.64	28.17	67.13	82.92	83.44
95th-Percentile Queue Length [veh/ln]	16.06	2.77	2.70	0.74	0.91	2.03	4.83	5.97	6.01
95th-Percentile Queue Length [ft/ln]	401.38	69.34	67.44	18.54	22.75	50.70	120.84	149.25	150.19

Movement, Approach, & Intersection Results

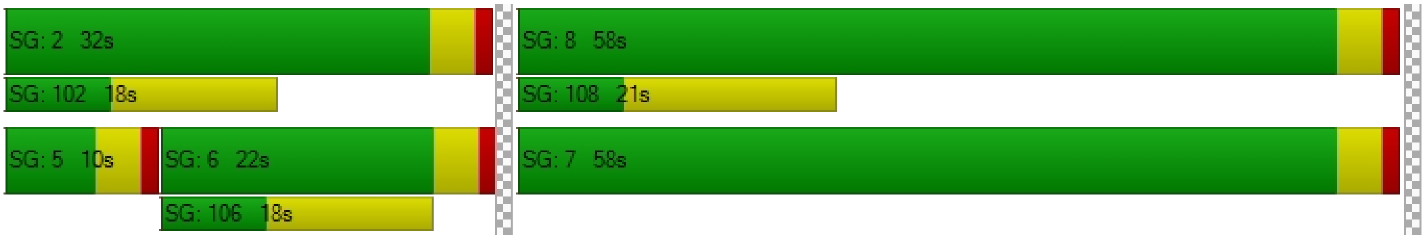
d_M, Delay for Movement [s/veh]	30.07	16.28	16.29	19.01	0.00	15.42	48.09	13.90	0.00	0.00	19.65	19.73
Movement LOS	C	B	B	B		B	D	B			B	B
d_A, Approach Delay [s/veh]	25.68			16.92			17.03			19.66		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	21.36											
Intersection LOS	C											
Intersection V/C	0.607											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.314	2.000	0.000	2.452
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.804	1.560	1.975	1.930
Bicycle LOS	C	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	31.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	246	1457	0	0	2047	288	0	0	0	914	0	1159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	1457	0	0	2047	288	0	0	0	914	0	1159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	364	0	0	512	72	0	0	0	229	0	290
Total Analysis Volume [veh/h]	246	1457	0	0	2047	288	0	0	0	914	0	1159
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	28	46	0	0	18	0	0	0	0	64	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	110	110	110	110		110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	17	51	29	29		51	51
g / C, Green / Cycle	0.16	0.46	0.27	0.27		0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.14	0.29	0.20	0.18		0.26	0.41
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	278	2347	2731	426		1614	1313
d1, Uniform Delay [s]	45.41	22.40	36.87	35.98		21.27	26.61
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	9.06	1.25	1.94	8.34		0.31	2.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.62	0.75	0.68		0.57	0.88
d, Delay for Lane Group [s/veh]	54.47	23.65	38.81	44.32		21.58	28.76
Lane Group LOS	D	C	D	D		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	7.23	9.52	8.56	7.84		8.40	13.61
50th-Percentile Queue Length [ft/ln]	180.86	237.96	214.06	195.97		210.01	340.18
95th-Percentile Queue Length [veh/ln]	11.65	14.58	13.36	12.43		13.15	19.66
95th-Percentile Queue Length [ft/ln]	291.14	364.46	334.04	310.75		328.84	491.42

Movement, Approach, & Intersection Results

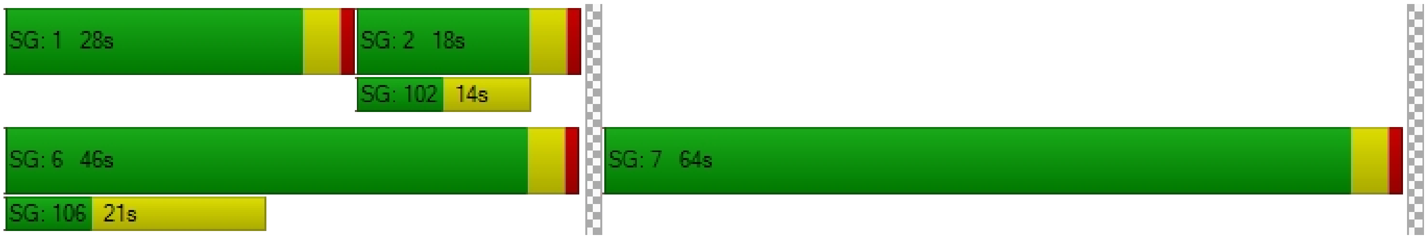
d_M, Delay for Movement [s/veh]	54.47	23.65	0.00	0.00	38.81	44.32	0.00	0.00	0.00	21.58	0.00	28.76
Movement LOS	D	C			D	D				C		C
d_A, Approach Delay [s/veh]	28.10			39.49			0.00			25.59		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	31.60											
Intersection LOS	C											
Intersection V/C	0.843											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	44.54	44.54
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.954	2.714
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	764	255	0	1091
d_b, Bicycle Delay [s]	21.01	41.88	54.99	11.36
I_b,int, Bicycle LOS Score for Intersection	2.496	2.202	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1256	701	1129	1779	0	338	0	391	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1256	701	1129	1779	0	338	0	391	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	314	175	282	445	0	85	0	98	0	0	0
Total Analysis Volume [veh/h]	0	1256	701	1129	1779	0	338	0	391	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	22	0	43	65	0	25	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	38	38	38	24	67	15	15	
g / C, Green / Cycle	0.43	0.43	0.43	0.27	0.74	0.17	0.17	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.25	0.25	0.22	0.35	0.10	0.14	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2174	678	678	1391	3766	594	483	
d1, Uniform Delay [s]	19.22	19.63	19.63	30.83	4.70	34.23	35.86	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.97	3.55	3.55	1.19	0.43	0.86	3.28	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.54	0.58	0.58	0.81	0.47	0.57	0.81	
d, Delay for Lane Group [s/veh]	20.19	23.18	23.18	32.01	5.13	35.08	39.14	
Lane Group LOS	C	C	C	C	A	D	D	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.01	6.61	6.61	7.57	3.46	3.41	4.27	
50th-Percentile Queue Length [ft/ln]	150.35	165.25	165.25	189.28	86.40	85.27	106.72	
95th-Percentile Queue Length [veh/ln]	10.04	10.83	10.83	12.08	6.22	6.14	7.66	
95th-Percentile Queue Length [ft/ln]	250.90	270.67	270.67	302.09	155.52	153.49	191.43	

Movement, Approach, & Intersection Results

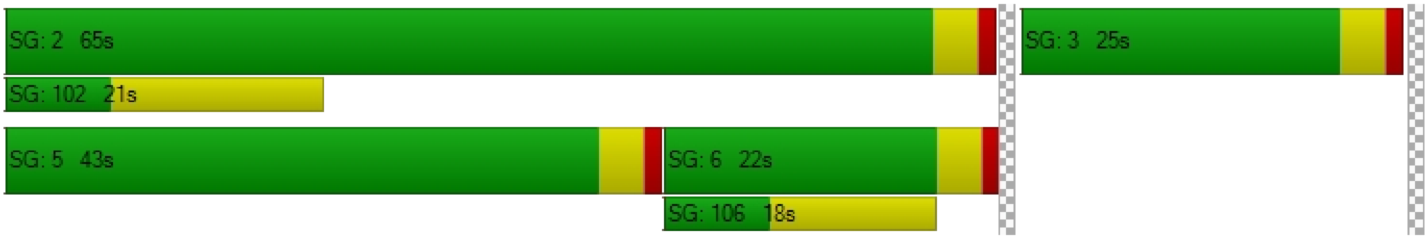
d_M, Delay for Movement [s/veh]	0.00	20.19	23.18	32.01	5.13	0.00	35.08	0.00	39.14	0.00	0.00	0.00
Movement LOS		C	C	C	A		D		D			
d_A, Approach Delay [s/veh]	21.39			15.57			37.26			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	20.43											
Intersection LOS	C											
Intersection V/C	0.696											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.442	2.534
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	1355	467	0
d_b, Bicycle Delay [s]	28.81	4.68	26.46	45.01
I_b,int, Bicycle LOS Score for Intersection	2.367	3.159	1.560	4.132
Bicycle LOS	B	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	2460	200	0	2573	22	0	0	212	400	334	1385
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2460	200	0	2573	22	0	0	212	400	334	1385
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	615	50	0	643	6	0	0	53	100	84	346
Total Analysis Volume [veh/h]	0	2460	200	0	2573	22	0	0	212	400	334	1385
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	32	0	0	32	0	0	0	36	0	22	22
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	51	51	51	9	18	18	18	73
g / C, Green / Cycle	0.57	0.57	0.57	0.10	0.20	0.20	0.20	0.81
(v / s)_i Volume / Saturation Flow Rate	0.36	0.31	0.28	0.08	0.14	0.13	0.14	0.49
s, saturation flow rate [veh/h]	6792	6792	1856	2813	1781	1812	1702	2813
c, Capacity [veh/h]	3831	3831	1047	286	358	364	342	2277
d1, Uniform Delay [s]	13.42	12.33	11.88	39.30	33.35	33.26	33.60	3.22
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.84	0.55	1.68	3.74	2.32	2.16	2.81	1.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.64	0.54	0.50	0.74	0.68	0.67	0.72	0.61
d, Delay for Lane Group [s/veh]	14.26	12.88	13.56	43.04	35.67	35.42	36.41	4.44
Lane Group LOS	B	B	B	D	D	D	D	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	7.93	6.12	6.25	2.40	5.08	5.06	5.16	2.93
50th-Percentile Queue Length [ft/ln]	198.26	153.05	156.16	59.89	127.1	126.4	128.9	73.36
95th-Percentile Queue Length [veh/ln]	12.55	10.18	10.35	4.31	8.78	8.75	8.88	5.28
95th-Percentile Queue Length [ft/ln]	313.71	254.49	258.63	107.80	219.5	218.7	222.0	132.0

Movement, Approach, & Intersection Results

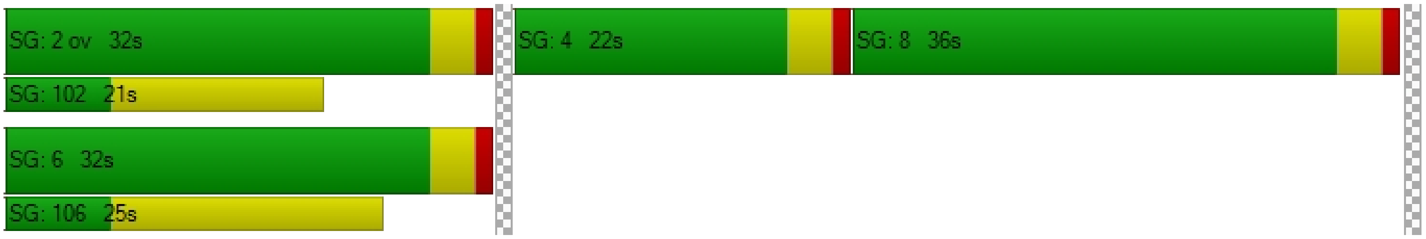
d_M, Delay for Movement [s/veh]	0.00	14.26	0.00	0.00	13.01	13.56	0.00	0.00	43.04	35.67	36.14	4.44
Movement LOS		B			B	B			D	D	D	A
d_A, Approach Delay [s/veh]	14.26			13.01			43.04			15.32		
Approach LOS	B			B			D			B		
d_I, Intersection Delay [s/veh]	14.95											
Intersection LOS	B											
Intersection V/C	0.694											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.70	34.70
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.269	2.797
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	622	711	400
d_b, Bicycle Delay [s]	21.38	21.38	18.71	28.82
I_b,int, Bicycle LOS Score for Intersection	2.574	2.416	1.560	3.308
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	142	1739	1689	1063	941	361
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	142	1739	1689	1063	941	361
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	36	435	422	266	235	0
Total Analysis Volume [veh/h]	142	1739	1689	1063	941	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	25	47	22	0	43	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	61	48	21
g / C, Green / Cycle	0.10	0.68	0.54	0.23
(v / s)_i Volume / Saturation Flow Rate	0.08	0.26	0.33	0.18
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	179	4638	2741	1184
d1, Uniform Delay [s]	39.60	6.09	14.37	32.75
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.77	0.23	1.05	1.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.37	0.62	0.79
d, Delay for Lane Group [s/veh]	47.37	6.32	15.42	34.01
Lane Group LOS	D	A	B	C
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.41	3.02	7.56	6.43
50th-Percentile Queue Length [ft/ln]	85.34	75.55	188.88	160.70
95th-Percentile Queue Length [veh/ln]	6.14	5.44	12.06	10.59
95th-Percentile Queue Length [ft/ln]	153.60	135.98	301.58	264.65

Movement, Approach, & Intersection Results

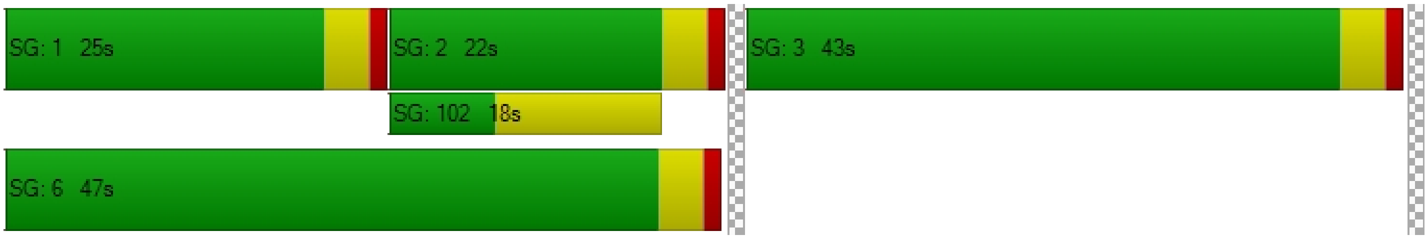
d_M, Delay for Movement [s/veh]	47.37	6.32	15.42	0.00	34.01	0.00
Movement LOS	D	A	B		C	
d_A, Approach Delay [s/veh]	9.42		15.42		34.01	
Approach LOS	A		B		C	
d_I, Intersection Delay [s/veh]	16.79					
Intersection LOS	B					
Intersection V/C	0.684					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.628
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	955	400	866
d_b, Bicycle Delay [s]	12.28	28.81	14.46
I_b,int, Bicycle LOS Score for Intersection	2.336	2.489	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	41.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.949

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	167	650	0	0	1129	164	0	0	0	448	0	1447
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	650	0	0	1129	164	0	0	0	448	0	1447
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	163	0	0	282	41	0	0	0	112	0	362
Total Analysis Volume [veh/h]	167	650	0	0	1129	164	0	0	0	448	0	1447
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	49	0	0	33	0	0	0	0	71	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	47	31	31		65	65
g / C, Green / Cycle	0.10	0.39	0.26	0.26		0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.09	0.18	0.24	0.25		0.25	0.51
s, saturation flow rate [veh/h]	1781	3560	3560	1752		1781	2813
c, Capacity [veh/h]	179	1395	918	452		964	1524
d1, Uniform Delay [s]	53.53	27.14	43.59	43.81		16.84	25.95
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	18.55	1.12	18.19	32.31		0.35	4.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.47	0.94	0.95		0.46	0.95
d, Delay for Lane Group [s/veh]	72.08	28.26	61.78	76.12		17.19	30.03
Lane Group LOS	E	C	E	E		B	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	5.92	7.13	14.74	16.54		7.51	19.31
50th-Percentile Queue Length [ft/ln]	147.92	178.31	368.56	413.53		187.66	482.83
95th-Percentile Queue Length [veh/ln]	9.91	11.51	21.04	23.21		12.00	26.52
95th-Percentile Queue Length [ft/ln]	247.64	287.80	525.99	580.28		300.00	663.01

Movement, Approach, & Intersection Results

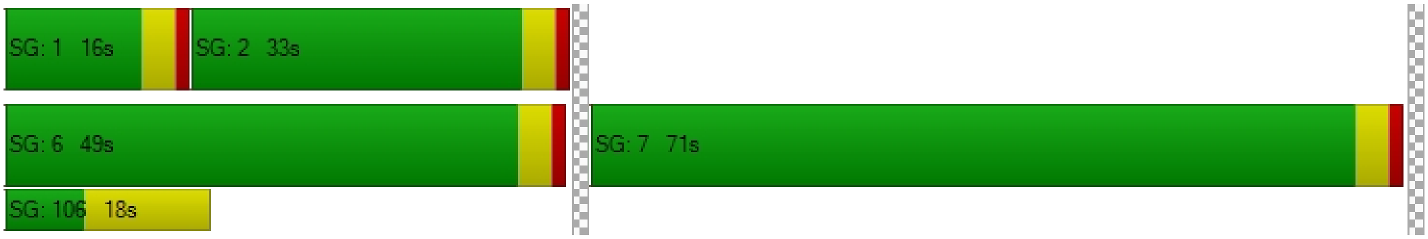
d_M, Delay for Movement [s/veh]	72.08	28.26	0.00	0.00	65.17	76.12	0.00	0.00	0.00	17.19	0.00	30.03
Movement LOS	E	C			E	E				B		C
d_A, Approach Delay [s/veh]	37.22			66.56			0.00			27.00		
Approach LOS	D			E			A			C		
d_I, Intersection Delay [s/veh]	41.85											
Intersection LOS	D											
Intersection V/C	0.949											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.49
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.607
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	750	483	0	1117
d_b, Bicycle Delay [s]	23.42	34.49	59.98	11.69
I_b,int, Bicycle LOS Score for Intersection	2.234	2.271	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	622	188	647	936	0	203	1	177	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	622	188	647	936	0	203	1	177	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	156	47	162	234	0	51	0	44	0	0	0
Total Analysis Volume [veh/h]	0	622	188	647	936	0	203	1	177	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	43	61	0	0	29	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	45	45	20	69	13	13	
g / C, Green / Cycle	0.50	0.50	0.22	0.77	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.23	0.19	0.26	0.11	0.11	
s, saturation flow rate [veh/h]	1870	1728	3459	3560	1781	1593	
c, Capacity [veh/h]	939	868	771	2741	252	225	
d1, Uniform Delay [s]	14.24	14.57	33.43	3.24	37.41	37.43	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.44	1.80	2.53	0.34	5.70	6.47	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.43	0.47	0.84	0.34	0.80	0.80	
d, Delay for Lane Group [s/veh]	15.68	16.37	35.97	3.58	43.11	43.90	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.31	5.49	6.86	1.95	4.60	4.19	
50th-Percentile Queue Length [ft/ln]	132.87	137.16	171.42	48.75	115.09	104.65	
95th-Percentile Queue Length [veh/ln]	9.10	9.33	11.15	3.51	8.12	7.53	
95th-Percentile Queue Length [ft/ln]	227.39	233.19	278.79	87.75	203.06	188.37	

Movement, Approach, & Intersection Results

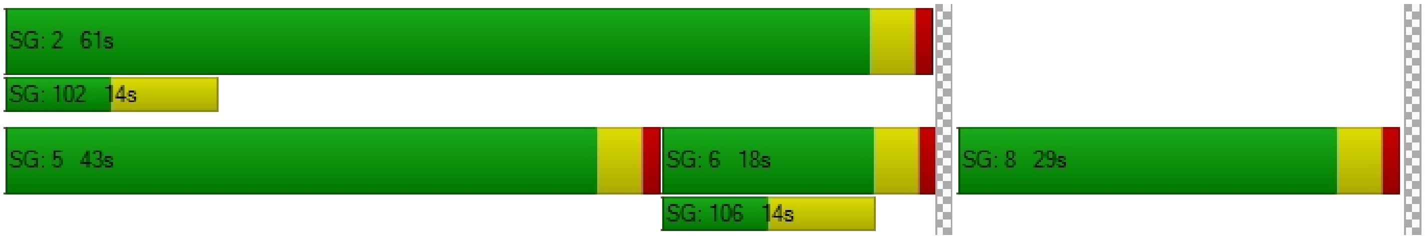
d_M, Delay for Movement [s/veh]	0.00	15.92	16.37	35.97	3.58	0.00	43.15	43.90	43.90	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	16.02			16.82			43.48			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	20.25											
Intersection LOS	C											
Intersection V/C	0.617											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.064	2.122
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	1266	555	0
d_b, Bicycle Delay [s]	32.10	6.06	23.48	45.01
I_b,int, Bicycle LOS Score for Intersection	2.228	2.866	2.188	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E-VI

YEAR 2030 CUMULATIVE PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.796

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	1055	0	994	0	1723	1146	0	1417	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1055	0	994	0	1723	1146	0	1417	161
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	264	0	249	0	431	287	0	354	40
Total Analysis Volume [veh/h]	0	0	0	1055	0	994	0	1723	1146	0	1417	161
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	51	0	0	0	49	0	0	49	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		61	61	61	61
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		26	26	27	27
g / C, Green / Cycle		0.43	0.43	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate		0.31	0.35	0.34	0.28
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1494	1215	2227	2227
d1, Uniform Delay [s]		14.19	15.25	14.64	13.42
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.62	1.41	0.59	0.30
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.71	0.82	0.77	0.64
d, Delay for Lane Group [s/veh]		14.82	16.67	15.23	13.72
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		5.25	5.42	5.89	4.41
50th-Percentile Queue Length [ft/ln]		131.14	135.47	147.32	110.34
95th-Percentile Queue Length [veh/ln]		9.00	9.24	9.87	7.86
95th-Percentile Queue Length [ft/ln]		225.04	230.91	246.85	196.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	14.82	0.00	16.67	0.00	15.23	0.00	0.00	13.72	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			15.71			15.23			13.72		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	15.01											
Intersection LOS	B											
Intersection V/C	0.796											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	20.48	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.678	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1542	1476	1476
d_b, Bicycle Delay [s]	30.48	1.60	2.09	2.09
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.507	2.339
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.923

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	996	0	1074	0	0	0	0	1811	970	0	587	269
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	996	0	1074	0	0	0	0	1811	970	0	587	269
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	249	0	269	0	0	0	0	453	243	0	147	67
Total Analysis Volume [veh/h]	996	0	1074	0	0	0	0	1811	970	0	587	269
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	47	0	0	0	0	0	0	43	0	0	43	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	58		58	58
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	20		30	30
g / C, Green / Cycle	0.35		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.29		0.51	0.12
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1205		1831	2620
d1, Uniform Delay [s]	17.38		14.00	7.78
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.51		7.55	0.04
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.83		0.99	0.22
d, Delay for Lane Group [s/veh]	18.89		21.55	7.82
Lane Group LOS	B		C	A
Critical Lane Group	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	5.62		11.08	1.11
50th-Percentile Queue Length [ft/ln]	140.44		277.00	27.74
95th-Percentile Queue Length [veh/ln]	9.50		16.54	2.00
95th-Percentile Queue Length [ft/ln]	237.62		413.47	49.93

Movement, Approach, & Intersection Results

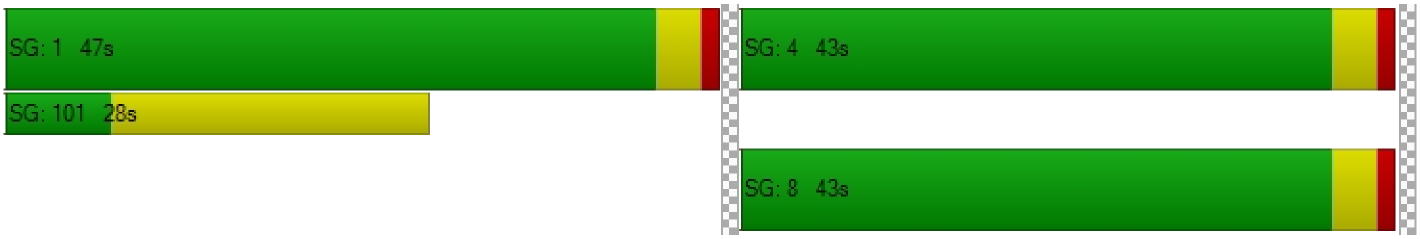
d_M, Delay for Movement [s/veh]	18.89	0.00	0.00	0.00	0.00	0.00	0.00	21.55	0.00	0.00	7.82	0.00
Movement LOS	B							C			A	
d_A, Approach Delay [s/veh]	18.89			0.00			21.55			7.82		
Approach LOS	B			A			C			A		
d_I, Intersection Delay [s/veh]	18.39											
Intersection LOS	B											
Intersection V/C	0.923											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	19.18
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.818
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1476	0	1338	1338
d_b, Bicycle Delay [s]	2.00	29.14	3.19	3.19
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	3.054	1.882
Bicycle LOS	A	D	C	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	22.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.407

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	380	6	99	52	0	78	21	242	0	0	129	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	380	6	99	52	0	78	21	242	0	0	129	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	2	25	13	0	20	5	61	0	0	32	5
Total Analysis Volume [veh/h]	380	6	99	52	0	78	21	242	0	0	129	18
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	63	0	63	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31	31	31	31	3	56	49	49
g / C, Green / Cycle	0.33	0.33	0.33	0.33	0.33	0.03	0.58	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.29	0.03	0.03	0.04	0.05	0.01	0.07	0.04	0.04
s, saturation flow rate [veh/h]	1321	1617	1589	1289	1589	1781	3560	1870	1793
c, Capacity [veh/h]	489	536	527	450	527	48	2080	963	923
d1, Uniform Delay [s]	31.51	21.94	21.94	24.94	22.32	45.51	8.81	11.62	11.64
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.71	0.08	0.08	0.11	0.13	6.11	0.11	0.15	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.10	0.10	0.12	0.15	0.44	0.12	0.08	0.08
d, Delay for Lane Group [s/veh]	34.21	22.02	22.03	25.05	22.45	51.62	8.92	11.78	11.81
Lane Group LOS	C	C	C	C	C	D	A	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.51	0.82	0.81	0.87	1.23	0.57	1.08	0.80	0.80
50th-Percentile Queue Length [ft/ln]	212.68	20.50	20.15	21.82	30.74	14.15	27.06	19.98	20.06
95th-Percentile Queue Length [veh/ln]	13.29	1.48	1.45	1.57	2.21	1.02	1.95	1.44	1.44
95th-Percentile Queue Length [ft/ln]	332.27	36.89	36.27	39.28	55.32	25.47	48.71	35.96	36.11

Movement, Approach, & Intersection Results

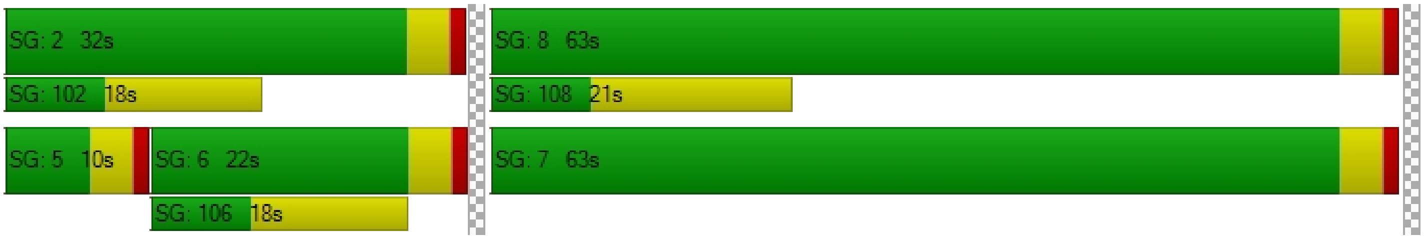
d_M, Delay for Movement [s/veh]	34.21	22.02	22.03	25.05	0.00	22.45	51.62	8.92	0.00	0.00	11.79	11.81
Movement LOS	C	C	C	C		C	D	A			B	B
d_A, Approach Delay [s/veh]	31.57			23.49			12.33			11.80		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	22.78											
Intersection LOS	C											
Intersection V/C	0.407											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	0.00	37.14
I_p,int, Pedestrian LOS Score for Intersection	2.252	1.999	0.000	2.339
Crosswalk LOS	B	A	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1242	1242	589	379
d_b, Bicycle Delay [s]	6.82	6.82	23.63	31.21
I_b,int, Bicycle LOS Score for Intersection	2.360	1.560	1.777	1.681
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.767

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	198	973	0	0	2665	321	0	0	0	663	0	849
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	973	0	0	2665	321	0	0	0	663	0	849
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	243	0	0	666	80	0	0	0	166	0	212
Total Analysis Volume [veh/h]	198	973	0	0	2665	321	0	0	0	663	0	849
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	23	41	0	0	18	0	0	0	0	59	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	57	39	39		36	36
g / C, Green / Cycle	0.13	0.56	0.39	0.39		0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.11	0.19	0.26	0.20		0.19	0.30
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	233	2878	4016	627		1228	999
d1, Uniform Delay [s]	42.51	11.70	24.85	22.99		25.73	29.79
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.44	0.32	0.88	2.98		0.37	2.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.34	0.66	0.51		0.54	0.85
d, Delay for Lane Group [s/veh]	50.95	12.02	25.73	25.97		26.11	31.93
Lane Group LOS	D	B	C	C		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	5.28	3.77	8.55	6.12		6.23	9.44
50th-Percentile Queue Length [ft/ln]	132.09	94.34	213.69	153.11		155.71	235.90
95th-Percentile Queue Length [veh/ln]	9.05	6.79	13.34	10.18		10.32	14.47
95th-Percentile Queue Length [ft/ln]	226.33	169.81	333.56	254.58		258.03	361.84

Movement, Approach, & Intersection Results

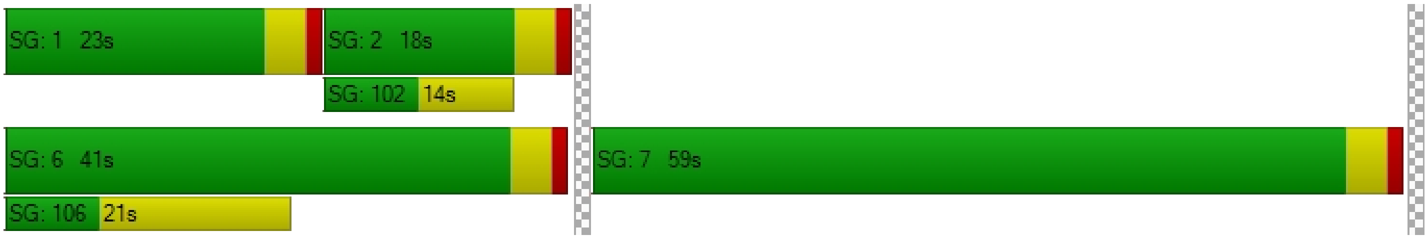
d_M, Delay for Movement [s/veh]	50.95	12.02	0.00	0.00	25.73	25.97	0.00	0.00	0.00	26.11	0.00	31.93
Movement LOS	D	B			C	C				C		C
d_A, Approach Delay [s/veh]	18.60			25.75			0.00			29.38		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	25.24											
Intersection LOS	C											
Intersection V/C	0.767											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.934	2.600
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	280	0	1100
d_b, Bicycle Delay [s]	19.85	36.98	50.00	10.13
I_b,int, Bicycle LOS Score for Intersection	2.204	2.381	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	31.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.928

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	981	1219	1669	1799	0	211	0	354	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	981	1219	1669	1799	0	211	0	354	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	245	305	417	450	0	53	0	89	0	0	0
Total Analysis Volume [veh/h]	0	981	1219	1669	1799	0	211	0	354	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	50	0	45	95	0	20	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	115	115	115	115	115	115	115	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	47	47	47	40	91	16	16	
g / C, Green / Cycle	0.41	0.41	0.41	0.35	0.79	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.38	0.38	0.32	0.35	0.06	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2093	653	653	1792	4030	482	392	
d1, Uniform Delay [s]	24.71	32.36	32.36	36.31	3.88	45.35	48.72	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.76	22.17	22.17	2.71	0.36	0.63	7.85	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.47	0.93	0.93	0.93	0.45	0.44	0.90	
d, Delay for Lane Group [s/veh]	25.47	54.53	54.53	39.02	4.24	45.98	56.57	
Lane Group LOS	C	D	D	D	A	D	E	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.60	19.77	19.77	15.23	3.64	2.81	5.41	
50th-Percentile Queue Length [ft/ln]	164.97	494.29	494.29	380.74	91.08	70.18	135.26	
95th-Percentile Queue Length [veh/ln]	10.81	27.06	27.06	21.63	6.56	5.05	9.22	
95th-Percentile Queue Length [ft/ln]	270.29	676.60	676.60	540.75	163.94	126.32	230.62	

Movement, Approach, & Intersection Results

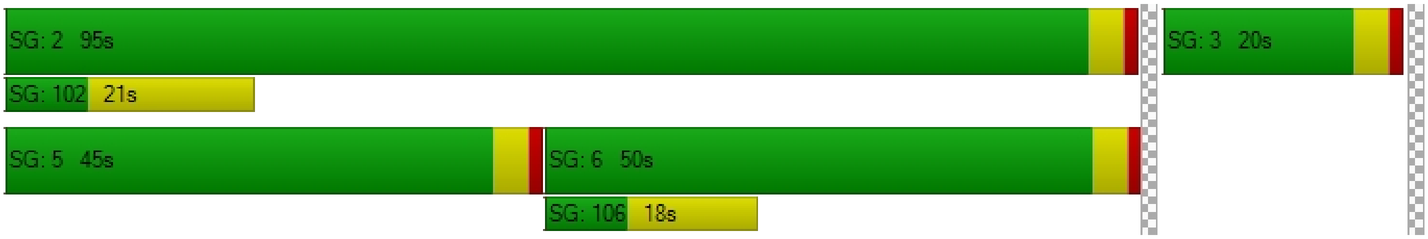
d_M, Delay for Movement [s/veh]	0.00	25.47	54.53	39.02	4.24	0.00	45.98	0.00	56.57	0.00	0.00	0.00
Movement LOS		C	D	D	A		D		E			
d_A, Approach Delay [s/veh]	41.57			20.98			52.61			0.00		
Approach LOS	D			C			D			A		
d_I, Intersection Delay [s/veh]	31.11											
Intersection LOS	C											
Intersection V/C	0.928											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	47.02	47.02
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.422	2.891
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	1583	278	0
d_b, Bicycle Delay [s]	20.69	2.50	42.61	57.49
I_b,int, Bicycle LOS Score for Intersection	2.467	3.467	1.560	4.132
Bicycle LOS	B	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.400

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	1723	208	0	2453	9	0	0	37	135	80	786
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1723	208	0	2453	9	0	0	37	135	80	786
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	431	52	0	613	2	0	0	9	34	20	197
Total Analysis Volume [veh/h]	0	1723	208	0	2453	9	0	0	37	135	80	786
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	63	0	0	63	0	0	0	10	0	17	17
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	64	64	64	4	10	10	10	78
g / C, Green / Cycle	0.71	0.71	0.71	0.04	0.11	0.11	0.11	0.87
(v / s)_i Volume / Saturation Flow Rate	0.25	0.29	0.26	0.01	0.04	0.04	0.04	0.28
s, saturation flow rate [veh/h]	6792	6792	1864	2813	1781	1788	1702	2813
c, Capacity [veh/h]	4848	4848	1331	115	200	200	191	2448
d1, Uniform Delay [s]	4.94	5.19	5.01	41.97	36.96	36.96	37.11	1.05
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.25	0.79	1.60	1.06	1.05	1.28	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.41	0.37	0.32	0.35	0.35	0.39	0.32
d, Delay for Lane Group [s/veh]	5.15	5.45	5.80	43.57	38.02	38.01	38.39	1.40
Lane Group LOS	A	A	A	D	D	D	D	A
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.52	3.04	3.14	0.42	1.48	1.48	1.56	0.31
50th-Percentile Queue Length [ft/ln]	63.10	75.89	78.49	10.53	36.89	37.04	39.05	7.75
95th-Percentile Queue Length [veh/ln]	4.54	5.46	5.65	0.76	2.66	2.67	2.81	0.56
95th-Percentile Queue Length [ft/ln]	113.58	136.60	141.27	18.95	66.40	66.66	70.28	13.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	5.15	0.00	0.00	5.52	5.80	0.00	0.00	43.57	38.02	38.36	1.40
Movement LOS		A			A	A			D	D	D	A
d_A, Approach Delay [s/veh]	5.15			5.52			43.57			9.29		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	6.39											
Intersection LOS	A											
Intersection V/C	0.400											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.161	2.615
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1311	1311	133	289
d_b, Bicycle Delay [s]	5.35	5.35	39.21	32.95
I_b,int, Bicycle LOS Score for Intersection	2.270	2.372	1.560	2.385
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	132	1238	1131	1064	695	571
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	1238	1131	1064	695	571
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	33	310	283	266	174	0
Total Analysis Volume [veh/h]	132	1238	1131	1064	695	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	42	64	22	0	31	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	71	58	16
g / C, Green / Cycle	0.09	0.75	0.61	0.17
(v / s)_i Volume / Saturation Flow Rate	0.07	0.18	0.22	0.13
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	168	5065	3105	883
d1, Uniform Delay [s]	42.11	3.76	9.31	37.78
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.94	0.11	0.33	1.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.24	0.36	0.79
d, Delay for Lane Group [s/veh]	50.05	3.87	9.65	39.39
Lane Group LOS	D	A	A	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.37	1.49	3.69	5.22
50th-Percentile Queue Length [ft/ln]	84.20	37.19	92.17	130.50
95th-Percentile Queue Length [veh/ln]	6.06	2.68	6.64	8.97
95th-Percentile Queue Length [ft/ln]	151.57	66.94	165.91	224.17

Movement, Approach, & Intersection Results

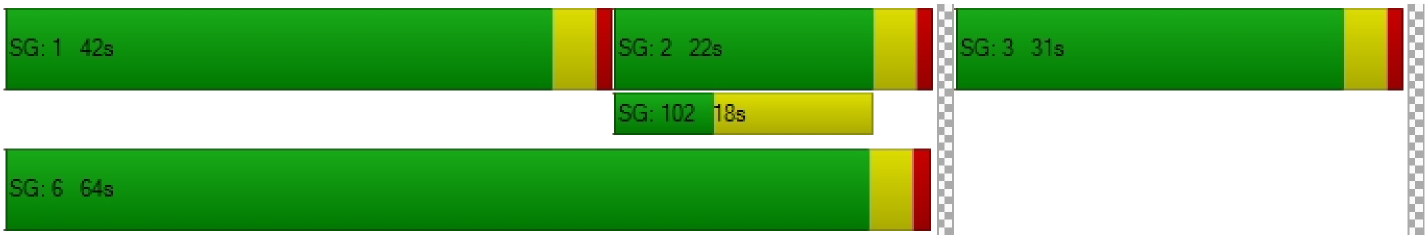
d_M, Delay for Movement [s/veh]	50.05	3.87	9.65	0.00	39.39	0.00
Movement LOS	D	A	A		D	
d_A, Approach Delay [s/veh]	8.32		9.65		39.39	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	15.55					
Intersection LOS	B					
Intersection V/C	0.492					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.590
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1263	379	568
d_b, Bicycle Delay [s]	6.45	31.21	24.34
I_b,int, Bicycle LOS Score for Intersection	2.125	2.182	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.591

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	177	369	0	0	1059	105	0	0	0	191	0	548
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	177	369	0	0	1059	105	0	0	0	191	0	548
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	92	0	0	265	26	0	0	0	48	0	137
Total Analysis Volume [veh/h]	177	369	0	0	1059	105	0	0	0	191	0	548
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	15	41	0	0	26	0	0	0	0	49	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	11	61	47	47		21	21
g / C, Green / Cycle	0.12	0.68	0.52	0.52		0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.10	0.10	0.22	0.22		0.11	0.19
s, saturation flow rate [veh/h]	1781	3560	3560	1785		1781	2813
c, Capacity [veh/h]	212	2419	1838	921		413	652
d1, Uniform Delay [s]	38.82	5.16	13.48	13.47		29.77	33.00
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.43	0.13	0.71	1.41		0.81	3.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.15	0.42	0.42		0.46	0.84
d, Delay for Lane Group [s/veh]	47.25	5.30	14.19	14.88		30.58	36.02
Lane Group LOS	D	A	B	B		C	D
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.26	1.10	4.75	4.92		3.59	5.83
50th-Percentile Queue Length [ft/ln]	106.52	27.52	118.71	123.12		89.67	145.76
95th-Percentile Queue Length [veh/ln]	7.65	1.98	8.32	8.56		6.46	9.79
95th-Percentile Queue Length [ft/ln]	191.15	49.53	208.05	214.11		161.41	244.76

Movement, Approach, & Intersection Results

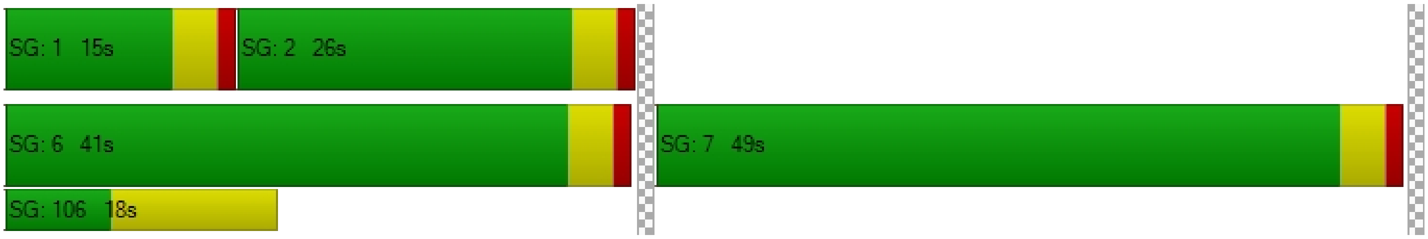
d_M, Delay for Movement [s/veh]	47.25	5.30	0.00	0.00	14.38	14.88	0.00	0.00	0.00	30.58	0.00	36.02
Movement LOS	D	A			B	B				C		D
d_A, Approach Delay [s/veh]	18.90			14.42			0.00			34.61		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	21.51											
Intersection LOS	C											
Intersection V/C	0.591											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.311
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	822	489	0	1000
d_b, Bicycle Delay [s]	15.62	25.70	45.01	11.26
I_b,int, Bicycle LOS Score for Intersection	2.010	2.200	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↱			↰ ↰ ↑ ↑			↰ ✛					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	404	417	664	663	0	133	1	224	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	404	417	664	663	0	133	1	224	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	104	166	166	0	33	0	56	0	0	0
Total Analysis Volume [veh/h]	0	404	417	664	663	0	133	1	224	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	42	60	0	0	30	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	42	42	21	67	15	15	
g / C, Green / Cycle	0.47	0.47	0.23	0.74	0.17	0.17	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.26	0.19	0.19	0.07	0.14	
s, saturation flow rate [veh/h]	1870	1589	3459	3560	1781	1591	
c, Capacity [veh/h]	880	748	789	2646	299	267	
d1, Uniform Delay [s]	16.09	17.10	33.20	3.65	33.68	36.30	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.72	2.99	2.53	0.23	1.04	7.06	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.46	0.56	0.84	0.25	0.44	0.84	
d, Delay for Lane Group [s/veh]	17.82	20.09	35.74	3.88	34.72	43.36	
Lane Group LOS	B	C	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.75	6.47	7.03	1.52	2.66	5.22	
50th-Percentile Queue Length [ft/ln]	143.79	161.70	175.64	38.07	66.57	130.55	
95th-Percentile Queue Length [veh/ln]	9.68	10.64	11.37	2.74	4.79	8.97	
95th-Percentile Queue Length [ft/ln]	242.12	265.97	284.31	68.53	119.82	224.24	

Movement, Approach, & Intersection Results

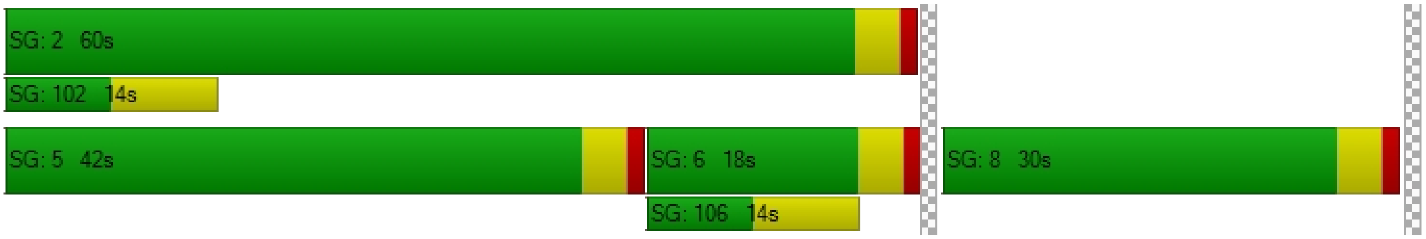
d_M, Delay for Movement [s/veh]	0.00	17.82	20.09	35.74	3.88	0.00	34.72	43.36	43.36	0.00	0.00	0.00
Movement LOS		B	C	D	A		C	D	D			
d_A, Approach Delay [s/veh]	18.97			19.82			40.15			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	22.44											
Intersection LOS	C											
Intersection V/C	0.687											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.056	2.242
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	1244	578	0
d_b, Bicycle Delay [s]	32.10	6.43	22.77	45.01
I_b,int, Bicycle LOS Score for Intersection	2.237	2.654	2.150	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	318	0	840	0	1354	1148	0	1736	667
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	318	0	840	0	1354	1148	0	1736	667
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	80	0	210	0	339	287	0	434	167
Total Analysis Volume [veh/h]	0	0	0	318	0	840	0	1354	1148	0	1736	667
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	55	0	0	0	60	0	0	60	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		53	53	53	53
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		20	20	25	25
g / C, Green / Cycle		0.37	0.37	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate		0.09	0.30	0.27	0.34
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1296	1054	2419	2419
d1, Uniform Delay [s]		11.44	14.81	9.98	11.12
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.10	1.43	0.20	0.41
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.25	0.80	0.56	0.72
d, Delay for Lane Group [s/veh]		11.54	16.24	10.18	11.52
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		1.12	3.99	3.02	4.34
50th-Percentile Queue Length [ft/ln]		28.12	99.87	75.51	108.48
95th-Percentile Queue Length [veh/ln]		2.02	7.19	5.44	7.76
95th-Percentile Queue Length [ft/ln]		50.61	179.76	135.93	193.89

Movement, Approach, & Intersection Results

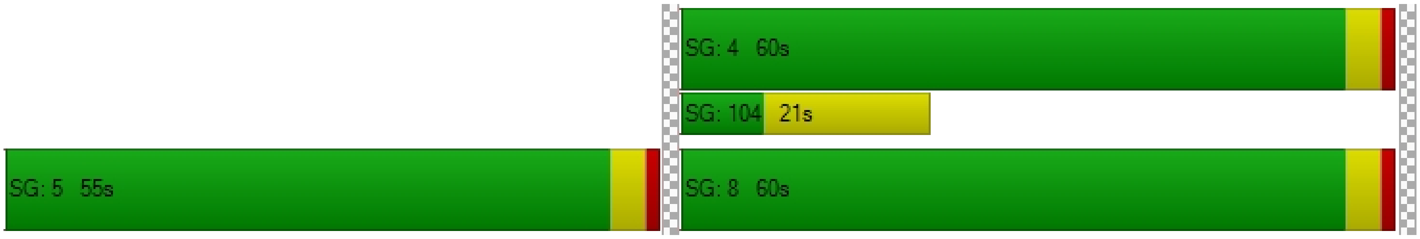
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.54	0.00	16.24	0.00	10.18	0.00	0.00	11.52	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			14.95			10.18			11.52		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	12.03											
Intersection LOS	B											
Intersection V/C	0.753											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	16.62	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.496	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1926	2115	2115
d_b, Bicycle Delay [s]	26.47	0.04	0.09	0.09
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.304	2.514
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰↱						↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	724	0	470	0	0	0	0	802	852	0	1685	1185
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	724	0	470	0	0	0	0	802	852	0	1685	1185
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	0	118	0	0	0	0	201	213	0	421	296
Total Analysis Volume [veh/h]	724	0	470	0	0	0	0	802	852	0	1685	1185
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	47	0	0	0	0	0	0	73	0	0	73	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	42		42	42
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	12		22	22
g / C, Green / Cycle	0.29		0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.21		0.23	0.33
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1008		1845	2640
d1, Uniform Delay [s]	13.34		6.29	7.28
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	0.98		0.16	0.26
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.72		0.43	0.64
d, Delay for Lane Group [s/veh]	14.32		6.45	7.54
Lane Group LOS	B		A	A
Critical Lane Group	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	2.59		1.45	2.34
50th-Percentile Queue Length [ft/ln]	64.78		36.18	58.57
95th-Percentile Queue Length [veh/ln]	4.66		2.60	4.22
95th-Percentile Queue Length [ft/ln]	116.60		65.12	105.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.32	0.00	0.00	0.00	0.00	0.00	0.00	6.45	0.00	0.00	7.54	0.00
Movement LOS	B							A			A	
d_A, Approach Delay [s/veh]	14.32			0.00			6.45			7.54		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.80											
Intersection LOS	A											
Intersection V/C	0.668											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	11.37
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.812
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2055	0	3298	3298
d_b, Bicycle Delay [s]	0.02	20.92	8.81	8.81
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	2.221	2.486
Bicycle LOS	A	D	B	B

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	514	32	208	30	0	42	46	458	0	0	413	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	514	32	208	30	0	42	46	458	0	0	413	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	8	52	8	0	11	12	115	0	0	103	9
Total Analysis Volume [veh/h]	514	32	208	30	0	42	46	458	0	0	413	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	38	38	38	38	38	4	44	36	36
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.42	0.05	0.49	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.38	0.07	0.07	0.03	0.03	0.03	0.13	0.12	0.12
s, saturation flow rate [veh/h]	1364	1655	1589	1140	1589	1781	3560	1870	1819
c, Capacity [veh/h]	632	700	673	490	673	81	1737	744	723
d1, Uniform Delay [s]	25.59	16.17	16.18	18.96	15.38	42.07	13.54	18.54	18.62
k, delay calibration	0.19	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.48	0.12	0.12	0.05	0.04	6.02	0.37	1.04	1.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.17	0.18	0.06	0.06	0.57	0.26	0.30	0.31
d, Delay for Lane Group [s/veh]	30.07	16.28	16.30	19.01	15.42	48.09	13.91	19.59	19.73
Lane Group LOS	C	B	B	B	B	D	B	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.69	1.54	1.50	0.41	0.51	1.13	2.69	3.32	3.34
50th-Percentile Queue Length [ft/ln]	267.32	38.52	37.47	10.30	12.64	28.17	67.30	82.92	83.44
95th-Percentile Queue Length [veh/ln]	16.06	2.77	2.70	0.74	0.91	2.03	4.85	5.97	6.01
95th-Percentile Queue Length [ft/ln]	401.38	69.34	67.44	18.54	22.75	50.70	121.15	149.25	150.19

Movement, Approach, & Intersection Results

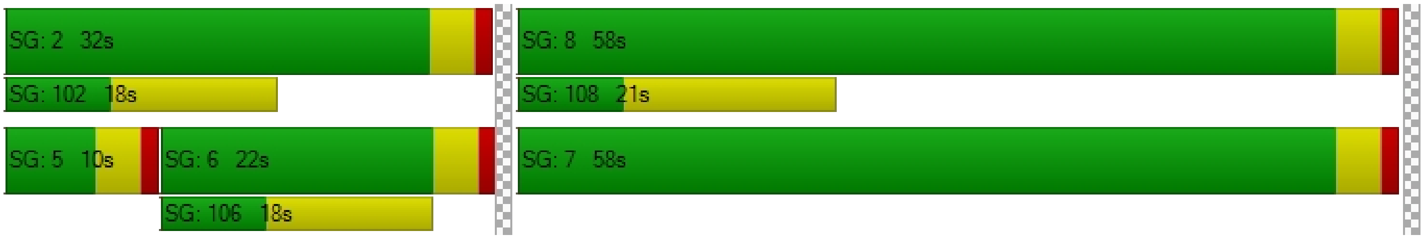
d_M, Delay for Movement [s/veh]	30.07	16.28	16.29	19.01	0.00	15.42	48.09	13.91	0.00	0.00	19.65	19.73
Movement LOS	C	B	B	B		B	D	B			B	B
d_A, Approach Delay [s/veh]	25.68			16.92			17.03			19.66		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	21.36											
Intersection LOS	C											
Intersection V/C	0.607											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.314	2.000	0.000	2.452
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.804	1.560	1.975	1.930
Bicycle LOS	C	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	31.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	246	1460	0	0	2048	288	0	0	0	914	0	1159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	1460	0	0	2048	288	0	0	0	914	0	1159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	365	0	0	512	72	0	0	0	229	0	290
Total Analysis Volume [veh/h]	246	1460	0	0	2048	288	0	0	0	914	0	1159
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	28	46	0	0	18	0	0	0	0	64	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	110	110	110	110		110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	17	51	29	29		51	51
g / C, Green / Cycle	0.16	0.46	0.27	0.27		0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.14	0.29	0.20	0.18		0.26	0.41
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	278	2347	2731	426		1614	1313
d1, Uniform Delay [s]	45.41	22.42	36.87	35.98		21.27	26.61
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	9.06	1.25	1.94	8.34		0.31	2.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.62	0.75	0.68		0.57	0.88
d, Delay for Lane Group [s/veh]	54.47	23.67	38.82	44.32		21.58	28.76
Lane Group LOS	D	C	D	D		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	7.23	9.55	8.57	7.84		8.40	13.61
50th-Percentile Queue Length [ft/ln]	180.86	238.67	214.20	195.97		210.01	340.18
95th-Percentile Queue Length [veh/ln]	11.65	14.61	13.37	12.43		13.15	19.66
95th-Percentile Queue Length [ft/ln]	291.14	365.35	334.21	310.75		328.84	491.42

Movement, Approach, & Intersection Results

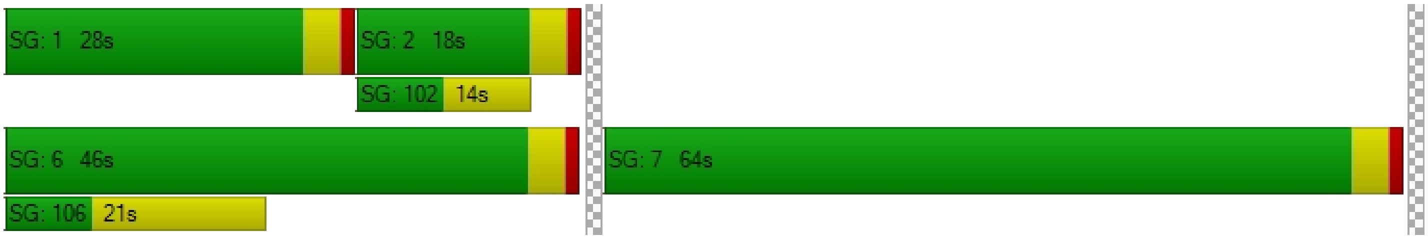
d_M, Delay for Movement [s/veh]	54.47	23.67	0.00	0.00	38.82	44.32	0.00	0.00	0.00	21.58	0.00	28.76
Movement LOS	D	C			D	D				C		C
d_A, Approach Delay [s/veh]	28.11			39.49			0.00			25.59		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	31.61											
Intersection LOS	C											
Intersection V/C	0.843											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	44.54	44.54
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.954	2.714
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	764	255	0	1091
d_b, Bicycle Delay [s]	21.01	41.88	54.99	11.36
I_b,int, Bicycle LOS Score for Intersection	2.498	2.202	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1259	701	1129	1780	0	338	0	391	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1259	701	1129	1780	0	338	0	391	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	315	175	282	445	0	85	0	98	0	0	0
Total Analysis Volume [veh/h]	0	1259	701	1129	1780	0	338	0	391	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	22	0	43	65	0	25	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	38	38	38	24	67	15	15	
g / C, Green / Cycle	0.43	0.43	0.43	0.27	0.74	0.17	0.17	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.25	0.25	0.22	0.35	0.10	0.14	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2174	678	678	1391	3766	594	483	
d1, Uniform Delay [s]	19.23	19.64	19.64	30.83	4.70	34.23	35.86	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.97	3.56	3.56	1.19	0.43	0.86	3.28	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.54	0.58	0.58	0.81	0.47	0.57	0.81	
d, Delay for Lane Group [s/veh]	20.20	23.20	23.20	32.01	5.13	35.08	39.14	
Lane Group LOS	C	C	C	C	A	D	D	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.03	6.62	6.62	7.57	3.46	3.41	4.27	
50th-Percentile Queue Length [ft/ln]	150.66	165.62	165.62	189.28	86.47	85.27	106.72	
95th-Percentile Queue Length [veh/ln]	10.05	10.85	10.85	12.08	6.23	6.14	7.66	
95th-Percentile Queue Length [ft/ln]	251.31	271.14	271.14	302.09	155.65	153.49	191.43	

Movement, Approach, & Intersection Results

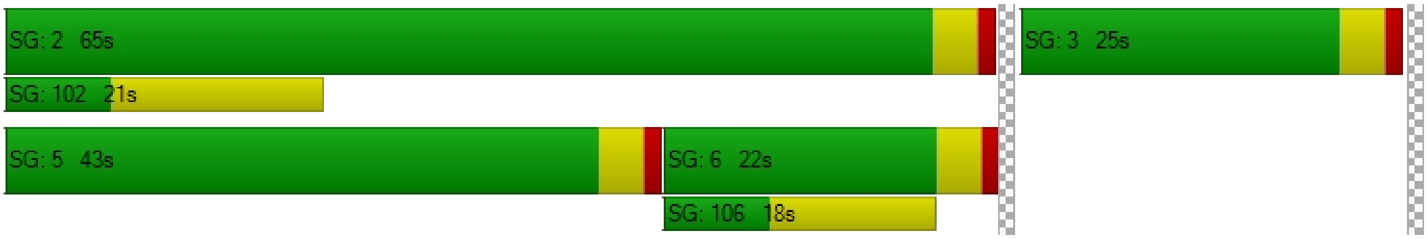
d_M, Delay for Movement [s/veh]	0.00	20.20	23.20	32.01	5.13	0.00	35.08	0.00	39.14	0.00	0.00	0.00
Movement LOS		C	C	C	A		D		D			
d_A, Approach Delay [s/veh]	21.40			15.56			37.26			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	20.43											
Intersection LOS	C											
Intersection V/C	0.696											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.442	2.534
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	1355	467	0
d_b, Bicycle Delay [s]	28.81	4.68	26.46	45.01
I_b,int, Bicycle LOS Score for Intersection	2.368	3.160	1.560	4.132
Bicycle LOS	B	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.707

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	2511	200	0	2633	22	0	0	212	400	334	1425
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2511	200	0	2633	22	0	0	212	400	334	1425
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	628	50	0	658	6	0	0	53	100	84	356
Total Analysis Volume [veh/h]	0	2511	200	0	2633	22	0	0	212	400	334	1425
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	33	0	0	33	0	0	0	35	0	22	22
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	51	51	51	9	18	18	18	73
g / C, Green / Cycle	0.57	0.57	0.57	0.10	0.20	0.20	0.20	0.81
(v / s)_i Volume / Saturation Flow Rate	0.37	0.31	0.29	0.08	0.14	0.13	0.14	0.51
s, saturation flow rate [veh/h]	6792	6792	1856	2813	1781	1812	1702	2813
c, Capacity [veh/h]	3832	3832	1047	286	358	364	342	2277
d1, Uniform Delay [s]	13.57	12.45	11.98	39.31	33.35	33.26	33.60	3.32
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.89	0.58	1.75	3.75	2.32	2.16	2.81	1.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.55	0.51	0.74	0.68	0.67	0.72	0.63
d, Delay for Lane Group [s/veh]	14.46	13.03	13.74	43.06	35.67	35.42	36.41	4.63
Lane Group LOS	B	B	B	D	D	D	D	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	8.20	6.33	6.45	2.40	5.08	5.06	5.16	3.11
50th-Percentile Queue Length [ft/ln]	204.89	158.24	161.34	59.90	127.1	126.4	128.9	77.77
95th-Percentile Queue Length [veh/ln]	12.89	10.46	10.62	4.31	8.78	8.75	8.88	5.60
95th-Percentile Queue Length [ft/ln]	322.27	261.39	265.50	107.82	219.5	218.7	222.0	139.9

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	14.46	0.00	0.00	13.17	13.74	0.00	0.00	43.06	35.67	36.14	4.63
Movement LOS		B			B	B			D	D	D	A
d_A, Approach Delay [s/veh]	14.46			13.17			43.06			15.24		
Approach LOS	B			B			D			B		
d_I, Intersection Delay [s/veh]	15.03											
Intersection LOS	B											
Intersection V/C	0.707											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.70	34.70
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.269	2.803
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	644	689	400
d_b, Bicycle Delay [s]	20.69	20.69	19.36	28.82
I_b,int, Bicycle LOS Score for Intersection	2.595	2.436	1.560	3.341
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	17.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	142	1751	1696	1089	981	361
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	142	1751	1696	1089	981	361
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	36	438	424	272	245	0
Total Analysis Volume [veh/h]	142	1751	1696	1089	981	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	23	45	22	0	45	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	61	48	21
g / C, Green / Cycle	0.10	0.67	0.53	0.24
(v / s)_i Volume / Saturation Flow Rate	0.08	0.26	0.33	0.19
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	178	4577	2696	1231
d1, Uniform Delay [s]	39.62	6.45	14.95	32.30
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.86	0.24	1.12	1.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.38	0.63	0.80
d, Delay for Lane Group [s/veh]	47.47	6.70	16.08	33.52
Lane Group LOS	D	A	B	C
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.42	3.18	7.80	6.67
50th-Percentile Queue Length [ft/ln]	85.44	79.60	195.02	166.73
95th-Percentile Queue Length [veh/ln]	6.15	5.73	12.38	10.90
95th-Percentile Queue Length [ft/ln]	153.80	143.28	309.54	272.62

Movement, Approach, & Intersection Results

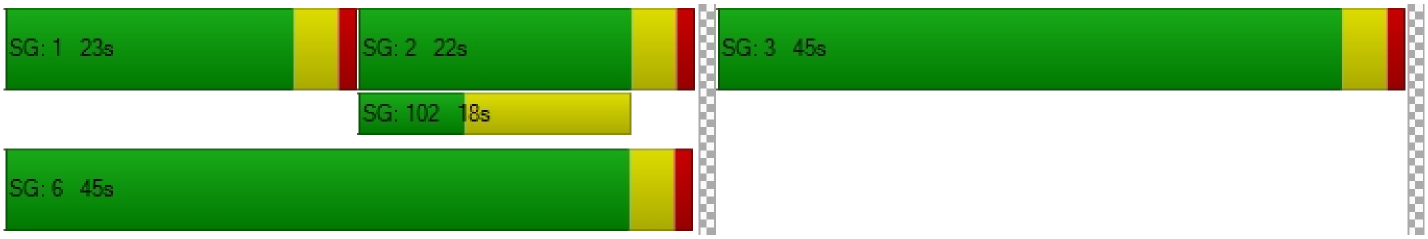
d_M, Delay for Movement [s/veh]	47.47	6.70	16.08	0.00	33.52	0.00
Movement LOS	D	A	B		C	
d_A, Approach Delay [s/veh]	9.75		16.08		33.52	
Approach LOS	A		B		C	
d_I, Intersection Delay [s/veh]	17.20					
Intersection LOS	B					
Intersection V/C	0.694					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.635
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	400	911
d_b, Bicycle Delay [s]	13.35	28.81	13.35
I_b,int, Bicycle LOS Score for Intersection	2.340	2.492	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	43.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.962

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑			↑ ↑ ↱						↰ ↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	167	651	0	0	1144	164	0	0	0	448	0	1473
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	651	0	0	1144	164	0	0	0	448	0	1473
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	163	0	0	286	41	0	0	0	112	0	368
Total Analysis Volume [veh/h]	167	651	0	0	1144	164	0	0	0	448	0	1473
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	50	0	0	34	0	0	0	0	70	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	47	31	31		65	65
g / C, Green / Cycle	0.10	0.39	0.26	0.26		0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.09	0.18	0.24	0.25		0.25	0.52
s, saturation flow rate [veh/h]	1781	3560	3560	1754		1781	2813
c, Capacity [veh/h]	179	1391	915	450		966	1526
d1, Uniform Delay [s]	53.53	27.23	43.86	44.07		16.77	26.35
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	18.55	1.13	20.42	35.13		0.35	5.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.47	0.95	0.97		0.46	0.97
d, Delay for Lane Group [s/veh]	72.08	28.36	64.28	79.20		17.12	31.63
Lane Group LOS	E	C	E	E		B	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	5.92	7.16	15.23	17.09		7.48	20.21
50th-Percentile Queue Length [ft/ln]	147.92	179.05	380.74	427.35		187.10	505.15
95th-Percentile Queue Length [veh/ln]	9.91	11.55	21.63	23.87		11.97	27.58
95th-Percentile Queue Length [ft/ln]	247.64	288.77	540.75	596.87		299.26	689.44

Movement, Approach, & Intersection Results

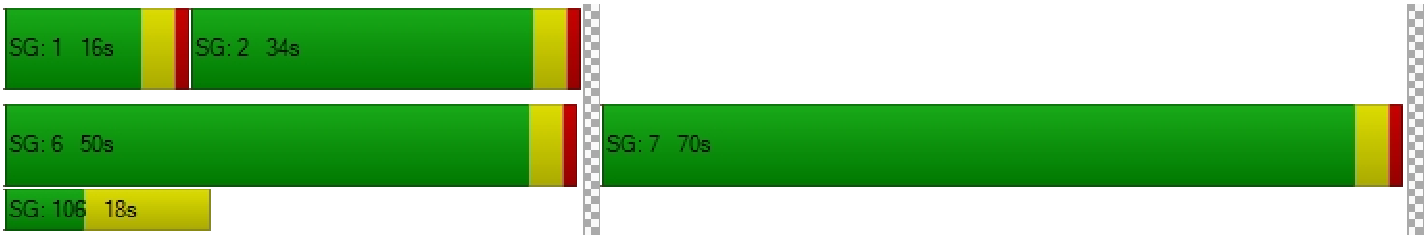
d_M, Delay for Movement [s/veh]	72.08	28.36	0.00	0.00	67.82	79.20	0.00	0.00	0.00	17.12	0.00	31.63
Movement LOS	E	C			E	E				B		C
d_A, Approach Delay [s/veh]	37.29			69.25			0.00			28.24		
Approach LOS	D			E			A			C		
d_I, Intersection Delay [s/veh]	43.32											
Intersection LOS	D											
Intersection V/C	0.962											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.49
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.613
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	767	500	0	1100
d_b, Bicycle Delay [s]	22.80	33.73	59.98	12.14
I_b,int, Bicycle LOS Score for Intersection	2.234	2.279	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.622

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↱			↰ ↰ ↑ ↑			↰ ✛					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	623	188	662	936	0	203	1	177	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	623	188	662	936	0	203	1	177	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	156	47	166	234	0	51	0	44	0	0	0
Total Analysis Volume [veh/h]	0	623	188	662	936	0	203	1	177	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	54	72	0	0	18	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	45	45	21	70	12	12	
g / C, Green / Cycle	0.50	0.50	0.23	0.78	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.23	0.19	0.26	0.11	0.11	
s, saturation flow rate [veh/h]	1870	1729	3459	3560	1781	1593	
c, Capacity [veh/h]	940	869	790	2761	242	216	
d1, Uniform Delay [s]	14.23	14.56	33.15	3.08	37.89	37.92	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.45	1.80	2.47	0.33	7.16	8.12	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.43	0.47	0.84	0.34	0.83	0.83	
d, Delay for Lane Group [s/veh]	15.67	16.36	35.62	3.42	45.05	46.04	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.32	5.49	6.99	1.86	4.72	4.30	
50th-Percentile Queue Length [ft/ln]	132.99	137.29	174.75	46.49	117.93	107.44	
95th-Percentile Queue Length [veh/ln]	9.10	9.33	11.33	3.35	8.28	7.70	
95th-Percentile Queue Length [ft/ln]	227.56	233.37	283.15	83.69	206.98	192.44	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	15.91	16.36	35.62	3.42	0.00	45.11	46.04	46.04	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	16.02			16.76			45.52			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	20.47											
Intersection LOS	C											
Intersection V/C	0.622											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.064	2.129
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	1511	311	0
d_b, Bicycle Delay [s]	32.10	2.69	32.10	45.01
I_b,int, Bicycle LOS Score for Intersection	2.229	2.878	2.188	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX E-VII

YEAR 2032 CUMULATIVE TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	14.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	1074	0	988	0	1675	1167	0	1436	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1074	0	988	0	1675	1167	0	1436	164
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	269	0	247	0	419	292	0	359	41
Total Analysis Volume [veh/h]	0	0	0	1074	0	988	0	1675	1167	0	1436	164
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	54	0	0	0	51	0	0	51	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		26	26	26	26
g / C, Green / Cycle		0.43	0.43	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate		0.31	0.35	0.33	0.28
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1503	1223	2198	2198
d1, Uniform Delay [s]		13.85	14.72	14.39	13.45
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.64	1.32	0.56	0.33
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.71	0.81	0.76	0.65
d, Delay for Lane Group [s/veh]		14.49	16.03	14.96	13.78
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		5.18	5.16	5.55	4.42
50th-Percentile Queue Length [ft/ln]		129.53	128.93	138.72	110.55
95th-Percentile Queue Length [veh/ln]		8.91	8.88	9.41	7.87
95th-Percentile Queue Length [ft/ln]		222.85	222.04	235.29	196.76

Movement, Approach, & Intersection Results

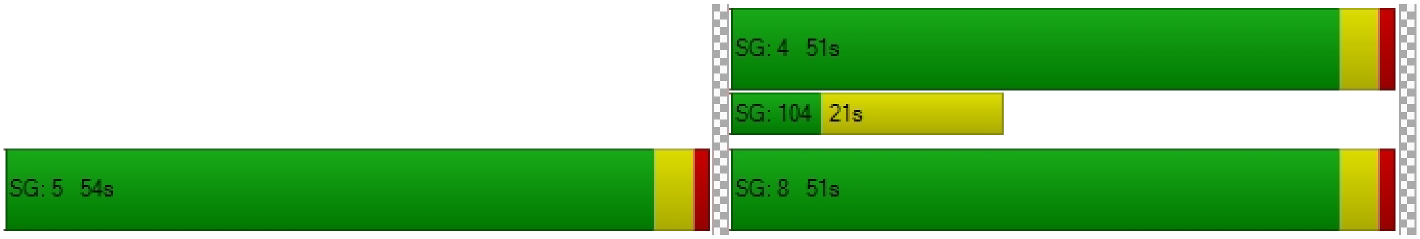
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	14.49	0.00	16.03	0.00	14.96	0.00	0.00	13.78	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			15.23			14.96			13.78		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	14.74											
Intersection LOS	B											
Intersection V/C	0.785											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	19.82	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.679	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1678	1577	1577
d_b, Bicycle Delay [s]	29.80	0.77	1.33	1.33
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.481	2.349
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	20.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.933

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↱						↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	1015	0	1094	0	0	0	0	1824	927	0	590	274
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1015	0	1094	0	0	0	0	1824	927	0	590	274
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	254	0	274	0	0	0	0	456	232	0	148	69
Total Analysis Volume [veh/h]	1015	0	1094	0	0	0	0	1824	927	0	590	274
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	46	0	0	0	0	0	0	44	0	0	44	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	59		59	59
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	21		30	30
g / C, Green / Cycle	0.35		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.29		0.51	0.12
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1222		1817	2600
d1, Uniform Delay [s]	17.39		14.39	7.97
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.53		10.68	0.04
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.83		1.00	0.23
d, Delay for Lane Group [s/veh]	18.91		25.06	8.01
Lane Group LOS	B		F	A
Critical Lane Group	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	5.77		12.15	1.14
50th-Percentile Queue Length [ft/ln]	144.24		303.76	28.59
95th-Percentile Queue Length [veh/ln]	9.71		17.91	2.06
95th-Percentile Queue Length [ft/ln]	242.72		447.86	51.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.91	0.00	0.00	0.00	0.00	0.00	0.00	25.06	0.00	0.00	8.01	0.00
Movement LOS	B							F			A	
d_A, Approach Delay [s/veh]	18.91			0.00			25.06			8.01		
Approach LOS	B			A			C			A		
d_I, Intersection Delay [s/veh]	20.31											
Intersection LOS	C											
Intersection V/C	0.933											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	19.39
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.821
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1430	0	1362	1362
d_b, Bicycle Delay [s]	2.38	29.36	2.98	2.98
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	3.064	1.884
Bicycle LOS	A	D	C	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.418

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	387	7	101	53	0	79	21	245	0	0	127	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	387	7	101	53	0	79	21	245	0	0	127	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	2	25	13	0	20	5	61	0	0	32	5
Total Analysis Volume [veh/h]	387	7	101	53	0	79	21	245	0	0	127	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31	31	31	31	2	51	45	45
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.34	0.03	0.57	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.29	0.03	0.03	0.04	0.05	0.01	0.07	0.04	0.04
s, saturation flow rate [veh/h]	1320	1621	1589	1285	1589	1781	3560	1870	1788
c, Capacity [veh/h]	502	551	540	462	540	49	2034	934	893
d1, Uniform Delay [s]	29.44	20.30	20.30	23.18	20.65	43.07	8.88	11.74	11.76
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.54	0.08	0.08	0.11	0.12	5.80	0.12	0.16	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.10	0.10	0.11	0.15	0.43	0.12	0.08	0.08
d, Delay for Lane Group [s/veh]	31.98	20.38	20.38	23.29	20.77	48.87	9.00	11.90	11.94
Lane Group LOS	C	C	C	C	C	D	A	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.09	0.78	0.77	0.83	1.15	0.53	1.06	0.77	0.78
50th-Percentile Queue Length [ft/ln]	202.26	19.53	19.16	20.66	28.80	13.36	26.57	19.32	19.41
95th-Percentile Queue Length [veh/ln]	12.75	1.41	1.38	1.49	2.07	0.96	1.91	1.39	1.40
95th-Percentile Queue Length [ft/ln]	318.87	35.16	34.49	37.19	51.84	24.05	47.83	34.78	34.94

Movement, Approach, & Intersection Results

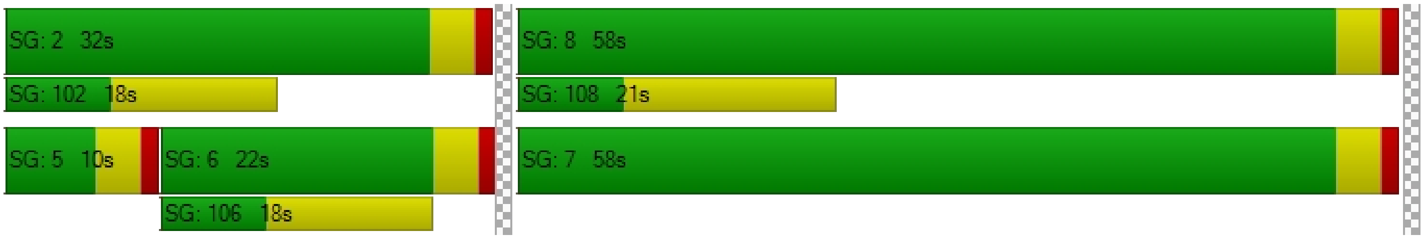
d_M, Delay for Movement [s/veh]	31.98	20.38	20.38	23.29	0.00	20.77	48.87	9.00	0.00	0.00	11.92	11.94
Movement LOS	C	C	C	C		C	D	A			B	B
d_A, Approach Delay [s/veh]	29.45			21.78			12.15			11.92		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	21.58											
Intersection LOS	C											
Intersection V/C	0.418											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	2.251	1.998	0.000	2.339
Crosswalk LOS	B	A	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.376	1.560	1.779	1.680
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.780

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	202	988	0	0	2707	327	0	0	0	675	0	865
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	988	0	0	2707	327	0	0	0	675	0	865
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	247	0	0	677	82	0	0	0	169	0	216
Total Analysis Volume [veh/h]	202	988	0	0	2707	327	0	0	0	675	0	865
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	24	42	0	0	18	0	0	0	0	58	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	56	39	39		36	36
g / C, Green / Cycle	0.13	0.56	0.39	0.39		0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.11	0.19	0.27	0.21		0.20	0.31
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	237	2848	3931	613		1248	1016
d1, Uniform Delay [s]	42.38	12.06	25.69	23.75		25.37	29.48
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.36	0.34	1.01	3.30		0.37	2.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.35	0.69	0.53		0.54	0.85
d, Delay for Lane Group [s/veh]	50.74	12.40	26.69	27.05		25.74	31.62
Lane Group LOS	D	B	C	C		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	5.38	3.91	8.89	6.40		6.30	9.59
50th-Percentile Queue Length [ft/ln]	134.53	97.87	222.27	159.92		157.45	239.64
95th-Percentile Queue Length [veh/ln]	9.19	7.05	13.78	10.54		10.41	14.66
95th-Percentile Queue Length [ft/ln]	229.64	176.17	344.52	263.62		260.34	366.58

Movement, Approach, & Intersection Results

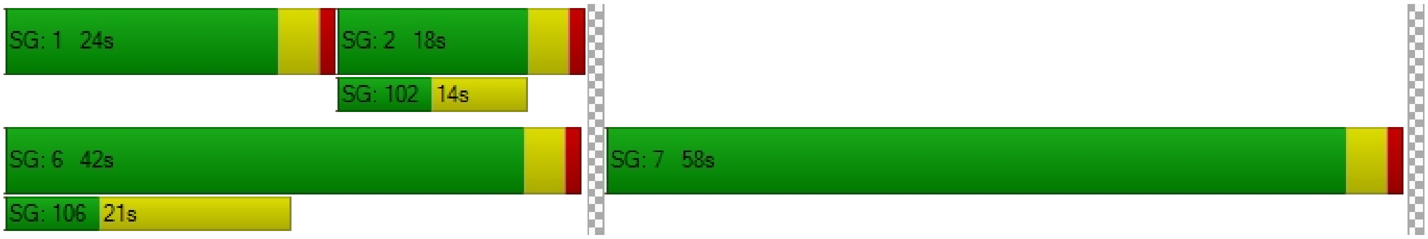
d_M, Delay for Movement [s/veh]	50.74	12.40	0.00	0.00	26.69	27.05	0.00	0.00	0.00	25.74	0.00	31.62
Movement LOS	D	B			C	C				C		C
d_A, Approach Delay [s/veh]	18.91			26.73			0.00			29.04		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	25.73											
Intersection LOS	C											
Intersection V/C	0.780											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.944	2.605
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	760	280	0	1080
d_b, Bicycle Delay [s]	19.22	36.98	50.00	10.58
I_b,int, Bicycle LOS Score for Intersection	2.214	2.394	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	32.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.941

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↑↑↱↱			↰↰↰↑↑↑			↰↰↱↱					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	996	1242	1699	1825	0	215	0	361	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	996	1242	1699	1825	0	215	0	361	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	249	311	425	456	0	54	0	90	0	0	0
Total Analysis Volume [veh/h]	0	996	1242	1699	1825	0	215	0	361	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	53	0	46	99	0	21	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	120	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	50	50	50	41	95	17	17	
g / C, Green / Cycle	0.41	0.41	0.41	0.35	0.79	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.39	0.39	0.33	0.36	0.06	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2104	657	657	1790	4032	490	399	
d1, Uniform Delay [s]	25.69	33.91	33.91	38.25	4.06	47.11	50.68	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.77	24.08	24.08	3.50	0.37	0.62	7.85	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.47	0.95	0.95	0.95	0.45	0.44	0.91	
d, Delay for Lane Group [s/veh]	26.45	57.99	57.99	41.76	4.43	47.73	58.53	
Lane Group LOS	C	E	E	D	A	D	E	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.03	21.39	21.39	16.53	3.99	2.99	5.76	
50th-Percentile Queue Length [ft/ln]	175.80	534.73	534.73	413.25	99.69	74.76	144.02	
95th-Percentile Queue Length [veh/ln]	11.38	28.97	28.97	23.20	7.18	5.38	9.70	
95th-Percentile Queue Length [ft/ln]	284.53	724.35	724.35	579.94	179.45	134.57	242.43	

Movement, Approach, & Intersection Results

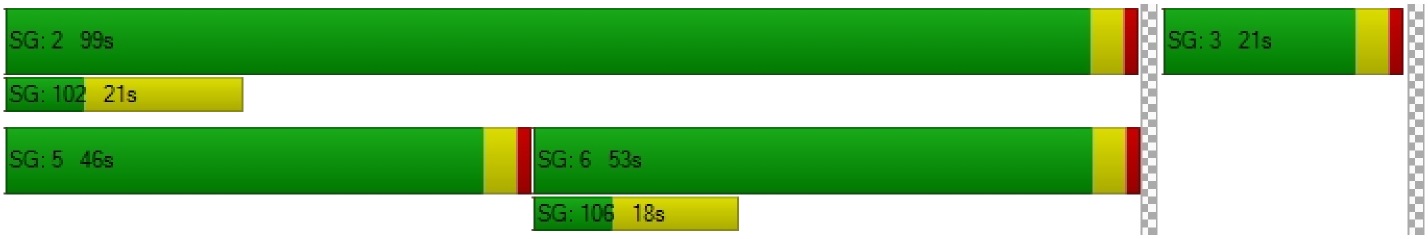
d_M, Delay for Movement [s/veh]	0.00	26.45	57.99	41.76	4.43	0.00	47.73	0.00	58.53	0.00	0.00	0.00
Movement LOS		C	E	D	A		D		E			
d_A, Approach Delay [s/veh]	43.96			22.43			54.50			0.00		
Approach LOS	D			C			D			A		
d_I, Intersection Delay [s/veh]	32.94											
Intersection LOS	C											
Intersection V/C	0.941											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.426	2.910
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	817	1584	283	0
d_b, Bicycle Delay [s]	21.00	2.60	44.20	59.99
I_b,int, Bicycle LOS Score for Intersection	2.483	3.498	1.560	4.132
Bicycle LOS	B	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.387

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑ ↑ ↑ ↱			↑ ↑ ↑ ↑ ↑↱			↱ ↱			↰ ↰↑ ↑ ↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	1717	212	0	2353	9	0	0	37	137	81	772
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1717	212	0	2353	9	0	0	37	137	81	772
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	429	53	0	588	2	0	0	9	34	20	193
Total Analysis Volume [veh/h]	0	1717	212	0	2353	9	0	0	37	137	81	772
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	52	0	0	52	0	0	0	10	0	28	28
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	64	64	64	4	10	10	10	78
g / C, Green / Cycle	0.71	0.71	0.71	0.04	0.11	0.11	0.11	0.87
(v / s)_i Volume / Saturation Flow Rate	0.25	0.28	0.25	0.01	0.04	0.04	0.04	0.27
s, saturation flow rate [veh/h]	6792	6792	1864	2813	1781	1788	1702	2813
c, Capacity [veh/h]	4841	4841	1328	116	201	201	192	2447
d1, Uniform Delay [s]	4.97	5.14	4.97	41.93	36.93	36.93	37.08	1.05
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.24	0.75	1.56	1.07	1.06	1.30	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.39	0.36	0.32	0.36	0.36	0.39	0.32
d, Delay for Lane Group [s/veh]	5.17	5.38	5.72	43.49	38.00	37.99	38.38	1.39
Lane Group LOS	A	A	A	D	D	D	D	A
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.52	2.87	2.97	0.42	1.50	1.50	1.58	0.31
50th-Percentile Queue Length [ft/ln]	62.99	71.80	74.37	10.52	37.41	37.56	39.60	7.63
95th-Percentile Queue Length [veh/ln]	4.54	5.17	5.35	0.76	2.69	2.70	2.85	0.55
95th-Percentile Queue Length [ft/ln]	113.38	129.25	133.87	18.93	67.34	67.60	71.29	13.73

Movement, Approach, & Intersection Results

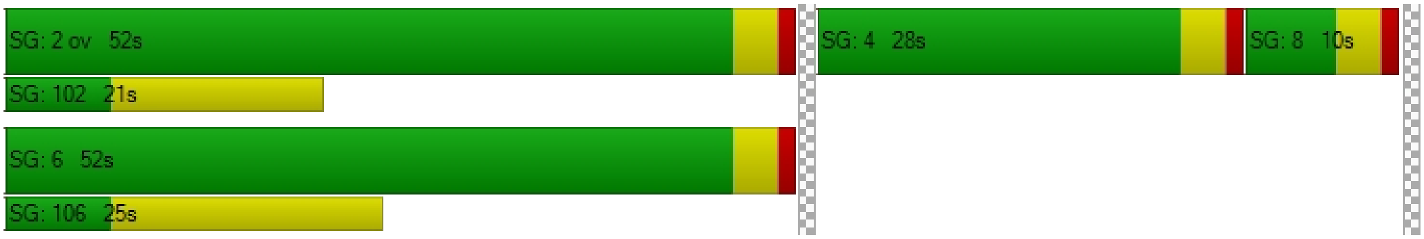
d_M, Delay for Movement [s/veh]	0.00	5.17	0.00	0.00	5.45	5.72	0.00	0.00	43.49	38.00	38.35	1.39
Movement LOS		A			A	A			D	D	D	A
d_A, Approach Delay [s/veh]	5.17			5.45			43.49			9.48		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	6.41											
Intersection LOS	A											
Intersection V/C	0.387											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.162	2.613
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1066	1066	133	533
d_b, Bicycle Delay [s]	9.81	9.81	39.21	24.21
I_b,int, Bicycle LOS Score for Intersection	2.268	2.339	1.560	2.376
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	134	1251	1130	1021	680	582
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	1251	1130	1021	680	582
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	34	313	283	255	170	0
Total Analysis Volume [veh/h]	134	1251	1130	1021	680	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	38	60	22	0	30	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	67	54	15
g / C, Green / Cycle	0.10	0.74	0.60	0.17
(v / s)_i Volume / Saturation Flow Rate	0.08	0.18	0.22	0.13
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	171	5041	3065	877
d1, Uniform Delay [s]	39.78	3.67	9.18	35.78
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.62	0.12	0.34	1.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.25	0.37	0.78
d, Delay for Lane Group [s/veh]	47.40	3.79	9.52	37.29
Lane Group LOS	D	A	A	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.22	1.41	3.52	4.79
50th-Percentile Queue Length [ft/ln]	80.52	35.13	87.90	119.82
95th-Percentile Queue Length [veh/ln]	5.80	2.53	6.33	8.38
95th-Percentile Queue Length [ft/ln]	144.94	63.24	158.22	209.57

Movement, Approach, & Intersection Results

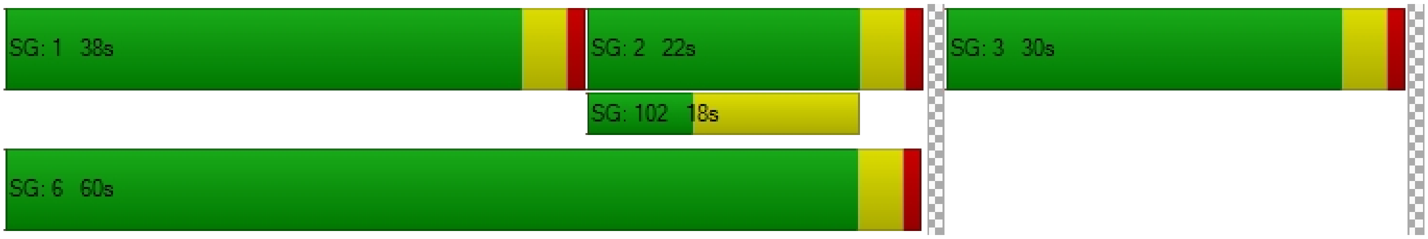
d_M, Delay for Movement [s/veh]	47.40	3.79	9.52	0.00	37.29	0.00
Movement LOS	D	A	A		D	
d_A, Approach Delay [s/veh]	8.01		9.52		37.29	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	14.78					
Intersection LOS	B					
Intersection V/C	0.494					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.585
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1244	400	578
d_b, Bicycle Delay [s]	6.43	28.81	22.77
I_b,int, Bicycle LOS Score for Intersection	2.131	2.181	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.584

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	180	374	0	0	1033	107	0	0	0	195	0	539
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	374	0	0	1033	107	0	0	0	195	0	539
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	94	0	0	258	27	0	0	0	49	0	135
Total Analysis Volume [veh/h]	180	374	0	0	1033	107	0	0	0	195	0	539
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	30	0	0	14	0	0	0	0	60	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	11	61	47	47		21	21
g / C, Green / Cycle	0.12	0.68	0.52	0.52		0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.10	0.11	0.21	0.21		0.11	0.19
s, saturation flow rate [veh/h]	1781	3560	3560	1781		1781	2813
c, Capacity [veh/h]	215	2430	1841	921		407	644
d1, Uniform Delay [s]	38.71	5.07	13.35	13.34		30.08	33.13
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.29	0.13	0.69	1.36		0.87	2.99
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.15	0.41	0.41		0.48	0.84
d, Delay for Lane Group [s/veh]	46.99	5.21	14.03	14.71		30.95	36.12
Lane Group LOS	D	A	B	B		C	D
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.32	1.10	4.61	4.78		3.69	5.74
50th-Percentile Queue Length [ft/ln]	108.04	27.54	115.26	119.59		92.29	143.42
95th-Percentile Queue Length [veh/ln]	7.73	1.98	8.13	8.37		6.64	9.67
95th-Percentile Queue Length [ft/ln]	193.27	49.57	203.29	209.26		166.12	241.63

Movement, Approach, & Intersection Results

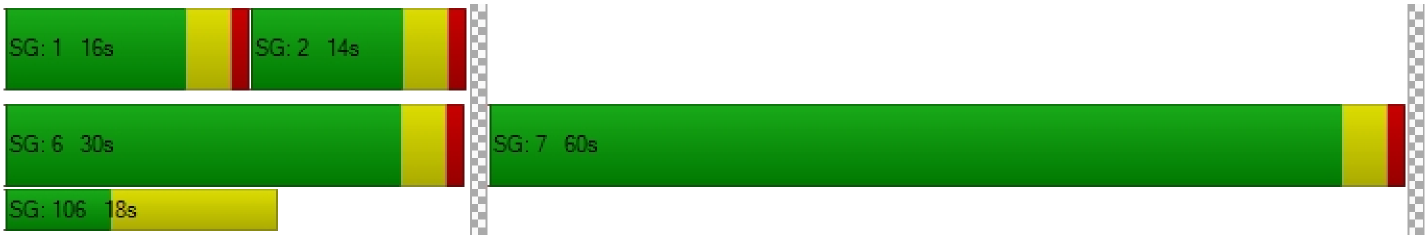
d_M, Delay for Movement [s/veh]	46.99	5.21	0.00	0.00	14.21	14.71	0.00	0.00	0.00	30.95	0.00	36.12
Movement LOS	D	A			B	B				C		D
d_A, Approach Delay [s/veh]	18.79			14.26			0.00			34.75		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	21.49											
Intersection LOS	C											
Intersection V/C	0.584											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.310
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	222	0	1244
d_b, Bicycle Delay [s]	22.77	35.57	45.01	6.43
I_b,int, Bicycle LOS Score for Intersection	2.017	2.187	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

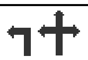
Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	410	425	635	671	0	135	1	229	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	410	425	635	671	0	135	1	229	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	103	106	159	168	0	34	0	57	0	0	0
Total Analysis Volume [veh/h]	0	410	425	635	671	0	135	1	229	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	38	56	0	0	34	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	43	43	20	67	15	15	
g / C, Green / Cycle	0.48	0.48	0.22	0.74	0.17	0.17	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.27	0.18	0.19	0.08	0.14	
s, saturation flow rate [veh/h]	1870	1589	3459	3560	1781	1591	
c, Capacity [veh/h]	891	757	756	2632	306	274	
d1, Uniform Delay [s]	15.82	16.86	33.68	3.77	33.40	36.09	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.71	3.00	2.61	0.23	1.00	6.86	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.46	0.56	0.84	0.25	0.44	0.84	
d, Delay for Lane Group [s/veh]	17.53	19.85	36.30	4.01	34.40	42.95	
Lane Group LOS	B	B	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.78	6.55	6.75	1.59	2.69	5.31	
50th-Percentile Queue Length [ft/ln]	144.54	163.73	168.87	39.68	67.22	132.87	
95th-Percentile Queue Length [veh/ln]	9.72	10.75	11.02	2.86	4.84	9.10	
95th-Percentile Queue Length [ft/ln]	243.12	268.66	275.43	71.43	121.00	227.38	

Movement, Approach, & Intersection Results

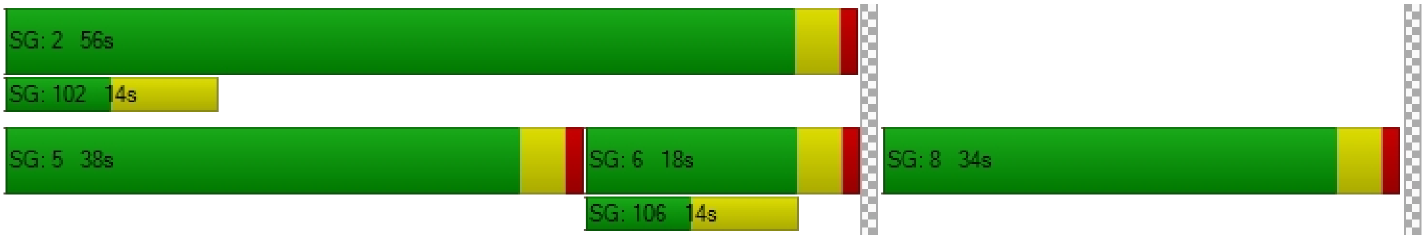
d_M, Delay for Movement [s/veh]	0.00	17.53	19.85	36.30	4.01	0.00	34.40	42.95	42.95	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	D	D			
d_A, Approach Delay [s/veh]	18.71			19.71			39.79			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	22.30											
Intersection LOS	C											
Intersection V/C	0.687											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.058	2.232
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	1155	666	0
d_b, Bicycle Delay [s]	32.10	8.03	20.01	45.01
I_b,int, Bicycle LOS Score for Intersection	2.248	2.637	2.162	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.749

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	324	0	816	0	1349	1169	0	1756	679
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	324	0	816	0	1349	1169	0	1756	679
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	81	0	204	0	337	292	0	439	170
Total Analysis Volume [veh/h]	0	0	0	324	0	816	0	1349	1169	0	1756	679
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	55	0	0	0	65	0	0	65	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		53	53	53	53
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		19	19	25	25
g / C, Green / Cycle		0.37	0.37	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate		0.09	0.29	0.26	0.34
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1268	1031	2455	2455
d1, Uniform Delay [s]		11.69	14.92	9.64	10.82
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.11	1.41	0.19	0.40
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.26	0.79	0.55	0.72
d, Delay for Lane Group [s/veh]		11.80	16.33	9.84	11.22
Lane Group LOS		B	B	A	B
Critical Lane Group		No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		1.16	3.87	2.91	4.28
50th-Percentile Queue Length [ft/ln]		29.00	96.80	72.82	107.01
95th-Percentile Queue Length [veh/ln]		2.09	6.97	5.24	7.67
95th-Percentile Queue Length [ft/ln]		52.21	174.24	131.08	191.83

Movement, Approach, & Intersection Results

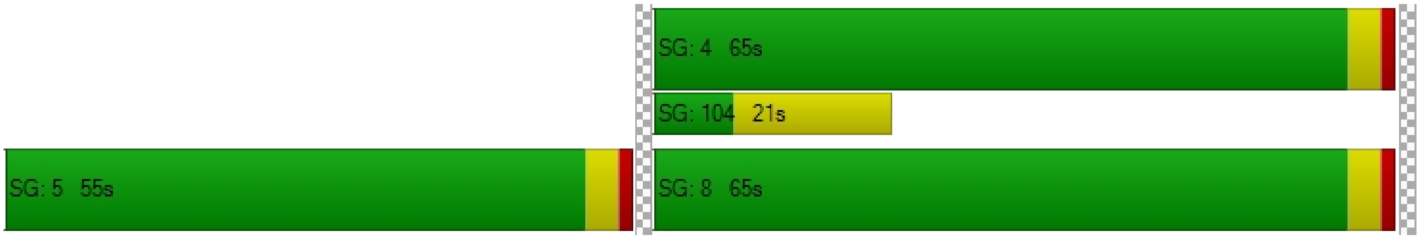
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.80	0.00	16.33	0.00	9.84	0.00	0.00	11.22	0.00
Movement LOS				B		B		A			B	
d_A, Approach Delay [s/veh]	0.00			15.04			9.84			11.22		
Approach LOS	A			B			A			B		
d_I, Intersection Delay [s/veh]	11.80											
Intersection LOS	B											
Intersection V/C	0.749											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	16.47	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.492	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1938	2317	2317
d_b, Bicycle Delay [s]	26.32	0.03	0.66	0.66
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.302	2.525
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↱						↑ ↑ ↱ ↱			↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	737	0	479	0	0	0	0	812	844	0	1705	1207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	737	0	479	0	0	0	0	812	844	0	1705	1207
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	184	0	120	0	0	0	0	203	211	0	426	302
Total Analysis Volume [veh/h]	737	0	479	0	0	0	0	812	844	0	1705	1207
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	48	0	0	0	0	0	0	72	0	0	72	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	43		43	43
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	13		22	22
g / C, Green / Cycle	0.29		0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.21		0.23	0.33
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1015		1852	2649
d1, Uniform Delay [s]	13.61		6.41	7.43
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.01		0.16	0.26
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.73		0.44	0.64
d, Delay for Lane Group [s/veh]	14.62		6.57	7.70
Lane Group LOS	B		A	A
Critical Lane Group	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	2.73		1.52	2.47
50th-Percentile Queue Length [ft/ln]	68.13		38.12	61.82
95th-Percentile Queue Length [veh/ln]	4.91		2.74	4.45
95th-Percentile Queue Length [ft/ln]	122.64		68.61	111.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.62	0.00	0.00	0.00	0.00	0.00	0.00	6.57	0.00	0.00	7.70	0.00
Movement LOS	B							A			A	
d_A, Approach Delay [s/veh]	14.62			0.00			6.57			7.70		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.98											
Intersection LOS	A											
Intersection V/C	0.674											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	11.80
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.818
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2057	0	3179	3179
d_b, Bicycle Delay [s]	0.02	21.39	7.44	7.44
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	2.230	2.497
Bicycle LOS	A	D	B	B

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	524	33	212	31	0	43	47	465	0	0	420	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	524	33	212	31	0	43	47	465	0	0	420	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	131	8	53	8	0	11	12	116	0	0	105	9
Total Analysis Volume [veh/h]	524	33	212	31	0	43	47	465	0	0	420	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	39	39	39	39	39	4	43	35	35
g / C, Green / Cycle	0.43	0.43	0.43	0.43	0.43	0.05	0.48	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.38	0.08	0.08	0.03	0.03	0.03	0.13	0.12	0.13
s, saturation flow rate [veh/h]	1363	1655	1589	1135	1589	1781	3560	1870	1819
c, Capacity [veh/h]	642	713	685	496	685	82	1710	729	709
d1, Uniform Delay [s]	25.23	15.76	15.78	18.54	14.98	42.05	13.98	19.10	19.17
k, delay calibration	0.20	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.70	0.11	0.12	0.05	0.04	6.09	0.39	1.12	1.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.17	0.18	0.06	0.06	0.57	0.27	0.31	0.32
d, Delay for Lane Group [s/veh]	29.93	15.88	15.90	18.59	15.02	48.14	14.38	20.22	20.37
Lane Group LOS	C	B	B	B	B	D	B	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.90	1.55	1.51	0.42	0.51	1.15	2.79	3.44	3.46
50th-Percentile Queue Length [ft/ln]	272.52	38.72	37.71	10.51	12.74	28.78	69.80	85.89	86.43
95th-Percentile Queue Length [veh/ln]	16.32	2.79	2.71	0.76	0.92	2.07	5.03	6.18	6.22
95th-Percentile Queue Length [ft/ln]	407.89	69.70	67.87	18.91	22.92	51.81	125.64	154.59	155.57

Movement, Approach, & Intersection Results

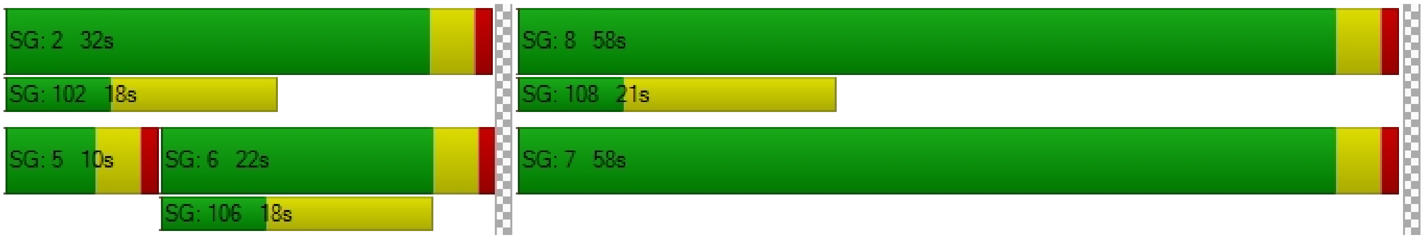
d_M, Delay for Movement [s/veh]	29.93	15.88	15.89	18.59	0.00	15.02	48.14	14.38	0.00	0.00	20.29	20.37
Movement LOS	C	B	B	B		B	D	B			C	C
d_A, Approach Delay [s/veh]	25.46			16.52			17.47			20.29		
Approach LOS	C			B			B			C		
d_I, Intersection Delay [s/veh]	21.53											
Intersection LOS	C											
Intersection V/C	0.619											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.318	2.001	0.000	2.458
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.828	1.560	1.982	1.936
Bicycle LOS	C	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	29.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.883

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	251	1483	0	0	2084	293	0	0	0	931	0	1180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	251	1483	0	0	2084	293	0	0	0	931	0	1180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	371	0	0	521	73	0	0	0	233	0	295
Total Analysis Volume [veh/h]	251	1483	0	0	2084	293	0	0	0	931	0	1180
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	19	39	0	0	20	0	0	0	0	51	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	14	39	21	21		43	43
g / C, Green / Cycle	0.16	0.44	0.23	0.23		0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.14	0.29	0.20	0.18		0.27	0.42
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	286	2226	2363	369		1640	1334
d1, Uniform Delay [s]	36.92	20.13	33.39	32.57		17.03	21.44
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.43	1.60	5.19	16.11		0.31	2.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.67	0.88	0.79		0.57	0.88
d, Delay for Lane Group [s/veh]	45.36	21.73	38.59	48.68		17.34	23.59
Lane Group LOS	D	C	D	D		B	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	5.96	8.13	7.69	7.51		6.61	10.83
50th-Percentile Queue Length [ft/ln]	149.05	203.37	192.30	187.76		165.27	270.78
95th-Percentile Queue Length [veh/ln]	9.97	12.81	12.24	12.00		10.83	16.23
95th-Percentile Queue Length [ft/ln]	249.16	320.31	306.01	300.12		270.68	405.71

Movement, Approach, & Intersection Results

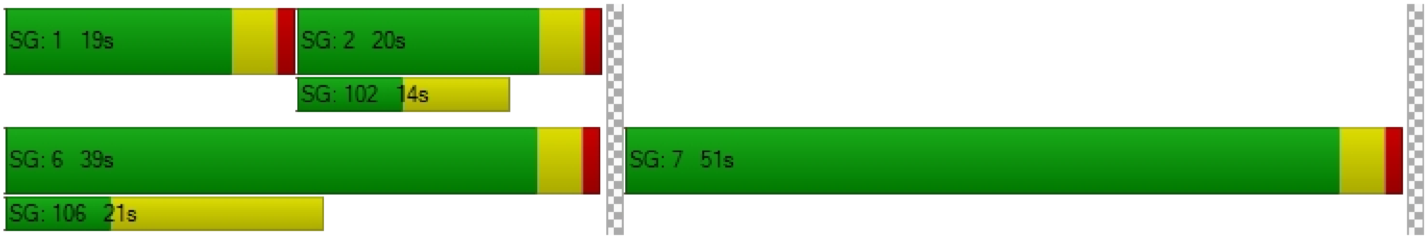
d_M, Delay for Movement [s/veh]	45.36	21.73	0.00	0.00	38.59	48.68	0.00	0.00	0.00	17.34	0.00	23.59
Movement LOS	D	C			D	D				B		C
d_A, Approach Delay [s/veh]	25.15			39.83			0.00			20.83		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	29.29											
Intersection LOS	C											
Intersection V/C	0.883											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.953	2.711
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	355	0	1044
d_b, Bicycle Delay [s]	16.82	30.43	45.01	10.28
I_b,int, Bicycle LOS Score for Intersection	2.513	2.213	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.708

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1278	714	1150	1811	0	344	0	398	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1278	714	1150	1811	0	344	0	398	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	320	179	288	453	0	86	0	100	0	0	0
Total Analysis Volume [veh/h]	0	1278	714	1150	1811	0	344	0	398	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	22	0	43	65	0	25	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	38	38	38	25	66	16	16	
g / C, Green / Cycle	0.42	0.42	0.42	0.27	0.74	0.17	0.17	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.25	0.25	0.22	0.36	0.10	0.14	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2139	668	668	1414	3754	603	490	
d1, Uniform Delay [s]	19.79	20.21	20.21	30.62	4.84	34.09	35.76	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.06	3.91	3.91	1.18	0.45	0.85	3.29	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.56	0.60	0.60	0.81	0.48	0.57	0.81	
d, Delay for Lane Group [s/veh]	20.85	24.12	24.12	31.80	5.28	34.94	39.05	
Lane Group LOS	C	C	C	C	A	C	D	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.25	6.90	6.90	7.70	3.61	3.47	4.34	
50th-Percentile Queue Length [ft/ln]	156.35	172.44	172.44	192.41	90.28	86.64	108.58	
95th-Percentile Queue Length [veh/ln]	10.36	11.20	11.20	12.25	6.50	6.24	7.76	
95th-Percentile Queue Length [ft/ln]	258.88	280.12	280.12	306.15	162.51	155.95	194.03	

Movement, Approach, & Intersection Results

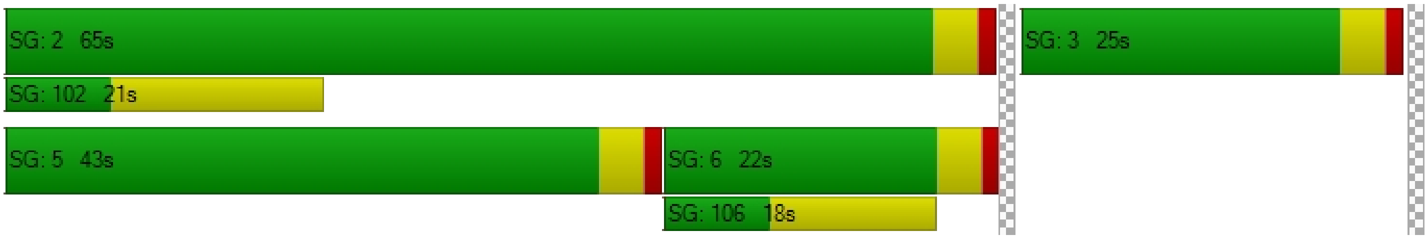
d_M, Delay for Movement [s/veh]	0.00	20.85	24.12	31.80	5.28	0.00	34.94	0.00	39.05	0.00	0.00	0.00
Movement LOS		C	C	C	A		C		D			
d_A, Approach Delay [s/veh]	22.16			15.58			37.15			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	20.69											
Intersection LOS	C											
Intersection V/C	0.708											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.444	2.546
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	1355	467	0
d_b, Bicycle Delay [s]	28.81	4.68	26.46	45.01
I_b,int, Bicycle LOS Score for Intersection	2.381	3.188	1.560	4.132
Bicycle LOS	B	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.707

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	2503	204	0	2616	22	0	0	216	407	340	1409
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2503	204	0	2616	22	0	0	216	407	340	1409
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	626	51	0	654	6	0	0	54	102	85	352
Total Analysis Volume [veh/h]	0	2503	204	0	2616	22	0	0	216	407	340	1409
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	32	0	0	32	0	0	0	36	0	22	22
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	51	51	51	9	18	18	18	73
g / C, Green / Cycle	0.56	0.56	0.56	0.10	0.20	0.20	0.20	0.81
(v / s)_i Volume / Saturation Flow Rate	0.37	0.31	0.28	0.08	0.14	0.14	0.15	0.50
s, saturation flow rate [veh/h]	6792	6792	1856	2813	1781	1812	1702	2813
c, Capacity [veh/h]	3821	3821	1044	291	358	364	342	2273
d1, Uniform Delay [s]	13.65	12.50	12.04	39.23	33.45	33.35	33.70	3.33
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.89	0.58	1.75	3.74	2.45	2.28	2.98	1.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.55	0.51	0.74	0.70	0.68	0.73	0.62
d, Delay for Lane Group [s/veh]	14.54	13.08	13.78	42.97	35.89	35.63	36.68	4.61
Lane Group LOS	B	B	B	D	D	D	D	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	8.19	6.30	6.43	2.44	5.20	5.17	5.28	3.10
50th-Percentile Queue Length [ft/ln]	204.86	157.52	160.65	60.98	129.9	129.2	131.8	77.40
95th-Percentile Queue Length [veh/ln]	12.89	10.42	10.58	4.39	8.94	8.90	9.04	5.57
95th-Percentile Queue Length [ft/ln]	322.22	260.44	264.58	109.77	223.4	222.5	226.0	139.3

Movement, Approach, & Intersection Results

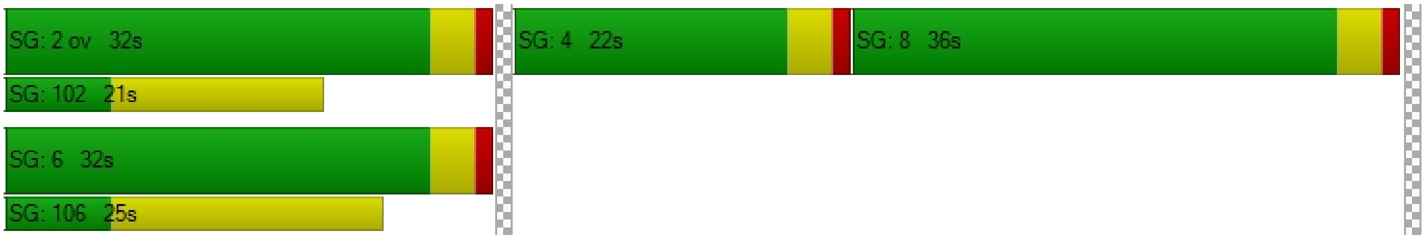
d_M, Delay for Movement [s/veh]	0.00	14.54	0.00	0.00	13.22	13.78	0.00	0.00	42.97	35.89	36.40	4.61
Movement LOS		B			B	B			D	D	D	A
d_A, Approach Delay [s/veh]	14.54			13.22			42.97			15.51		
Approach LOS	B			B			D			B		
d_I, Intersection Delay [s/veh]	15.17											
Intersection LOS	B											
Intersection V/C	0.707											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.70	34.70
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.271	2.803
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	622	711	400
d_b, Bicycle Delay [s]	21.38	21.38	18.71	28.82
I_b,int, Bicycle LOS Score for Intersection	2.592	2.430	1.560	3.338
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	145	1770	1719	1081	956	367
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	1770	1719	1081	956	367
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	36	443	430	270	239	0
Total Analysis Volume [veh/h]	145	1770	1719	1081	956	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	26	48	22	0	42	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	61	48	21
g / C, Green / Cycle	0.10	0.68	0.53	0.23
(v / s)_i Volume / Saturation Flow Rate	0.08	0.26	0.34	0.18
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	182	4618	2716	1200
d1, Uniform Delay [s]	39.50	6.24	14.81	32.62
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.69	0.24	1.13	1.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.38	0.63	0.80
d, Delay for Lane Group [s/veh]	47.19	6.48	15.94	33.87
Lane Group LOS	D	A	B	C
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.48	3.14	7.88	6.52
50th-Percentile Queue Length [ft/ln]	86.97	78.50	196.91	163.10
95th-Percentile Queue Length [veh/ln]	6.26	5.65	12.48	10.71
95th-Percentile Queue Length [ft/ln]	156.55	141.30	311.97	267.82

Movement, Approach, & Intersection Results

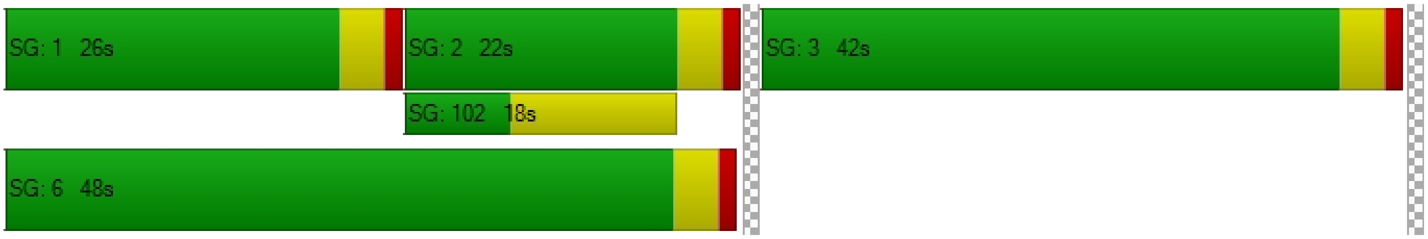
d_M, Delay for Movement [s/veh]	47.19	6.48	15.94	0.00	33.87	0.00
Movement LOS	D	A	B		C	
d_A, Approach Delay [s/veh]	9.56		15.94		33.87	
Approach LOS	A		B		C	
d_I, Intersection Delay [s/veh]	17.02					
Intersection LOS	B					
Intersection V/C	0.696					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.631
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	978	400	844
d_b, Bicycle Delay [s]	11.76	28.81	15.03
I_b,int, Bicycle LOS Score for Intersection	2.350	2.505	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	43.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.966

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	170	662	0	0	1149	167	0	0	0	456	0	1474
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	662	0	0	1149	167	0	0	0	456	0	1474
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	166	0	0	287	42	0	0	0	114	0	369
Total Analysis Volume [veh/h]	170	662	0	0	1149	167	0	0	0	456	0	1474
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	51	0	0	35	0	0	0	0	69	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	47	31	31		65	65
g / C, Green / Cycle	0.10	0.40	0.26	0.26		0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.10	0.19	0.25	0.25		0.26	0.52
s, saturation flow rate [veh/h]	1781	3560	3560	1752		1781	2813
c, Capacity [veh/h]	179	1409	932	459		957	1512
d1, Uniform Delay [s]	53.62	26.89	43.36	43.59		17.24	26.94
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	21.02	1.13	18.27	32.39		0.37	6.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.95	0.47	0.94	0.96		0.48	0.97
d, Delay for Lane Group [s/veh]	74.65	28.02	61.63	75.98		17.61	33.30
Lane Group LOS	E	C	E	E		B	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	6.14	7.24	15.01	16.84		7.76	20.70
50th-Percentile Queue Length [ft/ln]	153.48	181.07	375.29	421.01		194.10	517.42
95th-Percentile Queue Length [veh/ln]	10.20	11.66	21.37	23.57		12.33	28.16
95th-Percentile Queue Length [ft/ln]	255.06	291.41	534.15	589.26		308.34	703.94

Movement, Approach, & Intersection Results

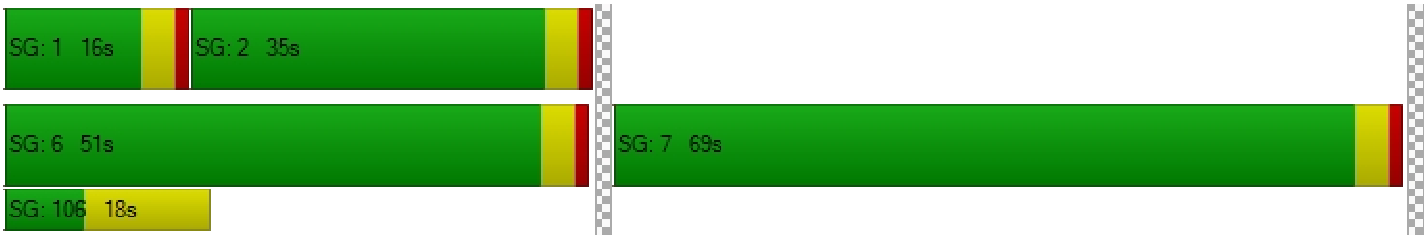
d_M, Delay for Movement [s/veh]	74.65	28.02	0.00	0.00	65.03	75.98	0.00	0.00	0.00	17.61	0.00	33.30
Movement LOS	E	C			E	E				B		C
d_A, Approach Delay [s/veh]	37.55			66.42			0.00			29.59		
Approach LOS	D			E			A			C		
d_I, Intersection Delay [s/veh]	43.10											
Intersection LOS	D											
Intersection V/C	0.966											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.49
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.615
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	784	517	0	1084
d_b, Bicycle Delay [s]	22.19	32.99	59.98	12.59
I_b,int, Bicycle LOS Score for Intersection	2.246	2.283	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	633	191	659	953	0	207	1	180	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	633	191	659	953	0	207	1	180	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	158	48	165	238	0	52	0	45	0	0	0
Total Analysis Volume [veh/h]	0	633	191	659	953	0	207	1	180	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	42	60	0	0	30	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	45	45	20	69	13	13	
g / C, Green / Cycle	0.50	0.50	0.23	0.77	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.24	0.19	0.27	0.11	0.12	
s, saturation flow rate [veh/h]	1870	1729	3459	3560	1781	1593	
c, Capacity [veh/h]	928	858	784	2732	256	229	
d1, Uniform Delay [s]	14.64	14.99	33.27	3.32	37.29	37.31	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.54	1.92	2.54	0.35	5.67	6.42	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.44	0.48	0.84	0.35	0.80	0.80	
d, Delay for Lane Group [s/veh]	16.18	16.91	35.81	3.68	42.97	43.73	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.52	5.70	6.98	2.04	4.68	4.25	
50th-Percentile Queue Length [ft/ln]	138.02	142.59	174.42	50.92	117.07	106.36	
95th-Percentile Queue Length [veh/ln]	9.37	9.62	11.31	3.67	8.23	7.64	
95th-Percentile Queue Length [ft/ln]	234.35	240.50	282.71	91.66	205.80	190.93	

Movement, Approach, & Intersection Results

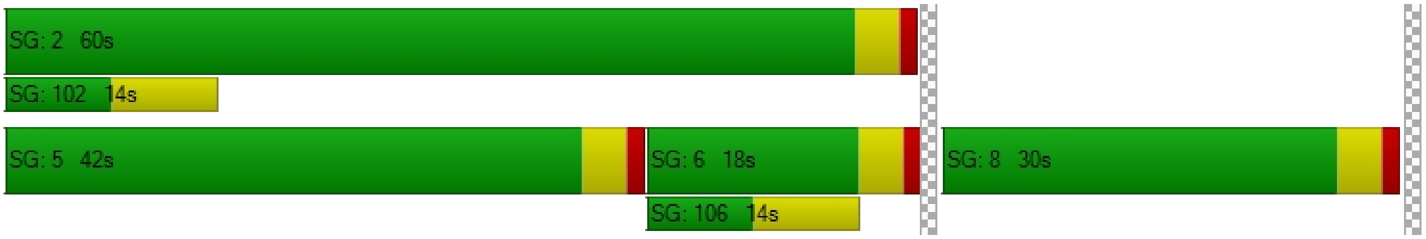
d_M, Delay for Movement [s/veh]	0.00	16.43	16.91	35.81	3.68	0.00	43.01	43.73	43.73	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	16.54			16.81			43.33			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	20.38											
Intersection LOS	C											
Intersection V/C	0.628											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.066	2.129
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	1244	578	0
d_b, Bicycle Delay [s]	32.10	6.43	22.77	45.01
I_b,int, Bicycle LOS Score for Intersection	2.239	2.890	2.200	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E-VIII

YEAR 2032 CUMULATIVE PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.820

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	1074	0	1022	0	1798	1190	0	1453	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1074	0	1022	0	1798	1190	0	1453	164
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	269	0	256	0	450	298	0	363	41
Total Analysis Volume [veh/h]	0	0	0	1074	0	1022	0	1798	1190	0	1453	164
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	48	0	0	0	47	0	0	47	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		63	63	63	63
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		27	27	28	28
g / C, Green / Cycle		0.43	0.43	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate		0.31	0.36	0.35	0.29
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1495	1216	2250	2250
d1, Uniform Delay [s]		14.84	16.07	15.29	13.84
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.66	1.65	0.68	0.31
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.72	0.84	0.80	0.65
d, Delay for Lane Group [s/veh]		15.51	17.72	15.97	14.15
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		5.67	5.98	6.56	4.76
50th-Percentile Queue Length [ft/ln]		141.84	149.58	164.12	119.10
95th-Percentile Queue Length [veh/ln]		9.58	9.99	10.77	8.34
95th-Percentile Queue Length [ft/ln]		239.50	249.87	269.16	208.59

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	15.51	0.00	17.72	0.00	15.97	0.00	0.00	14.15	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			16.59			15.97			14.15		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	15.72											
Intersection LOS	B											
Intersection V/C	0.820											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.61	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.689	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1390	1358	1358
d_b, Bicycle Delay [s]	31.66	2.95	3.26	3.26
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.549	2.359
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	23.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.945

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↱						↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	1022	0	1094	0	0	0	0	1855	1020	0	600	274
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1022	0	1094	0	0	0	0	1855	1020	0	600	274
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	256	0	274	0	0	0	0	464	255	0	150	69
Total Analysis Volume [veh/h]	1022	0	1094	0	0	0	0	1855	1020	0	600	274
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	46	0	0	0	0	0	0	44	0	0	44	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	59		59	59
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	21		30	30
g / C, Green / Cycle	0.35		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.30		0.52	0.12
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1229		1812	2593
d1, Uniform Delay [s]	17.39		14.47	8.05
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.54		16.55	0.05
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.83		1.02	0.23
d, Delay for Lane Group [s/veh]	18.92		31.01	8.10
Lane Group LOS	B		F	A
Critical Lane Group	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	5.83		13.65	1.18
50th-Percentile Queue Length [ft/ln]	145.66		341.27	29.40
95th-Percentile Queue Length [veh/ln]	9.78		20.05	2.12
95th-Percentile Queue Length [ft/ln]	244.62		501.23	52.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.92	0.00	0.00	0.00	0.00	0.00	0.00	31.01	0.00	0.00	8.10	0.00
Movement LOS	B							F			A	
d_A, Approach Delay [s/veh]	18.92			0.00			31.01			8.10		
Approach LOS	B			A			C			A		
d_I, Intersection Delay [s/veh]	23.51											
Intersection LOS	C											
Intersection V/C	0.945											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	19.47
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.828
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1427	0	1359	1359
d_b, Bicycle Delay [s]	2.42	29.44	3.03	3.03
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	3.090	1.890
Bicycle LOS	A	D	C	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	22.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.415

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	387	7	101	53	0	79	21	247	0	0	133	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	387	7	101	53	0	79	21	247	0	0	133	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	2	25	13	0	20	5	62	0	0	33	5
Total Analysis Volume [veh/h]	387	7	101	53	0	79	21	247	0	0	133	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	63	0	63	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	32	32	32	32	32	3	55	48	48
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.34	0.03	0.58	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.29	0.03	0.03	0.04	0.05	0.01	0.07	0.04	0.04
s, saturation flow rate [veh/h]	1320	1621	1589	1285	1589	1781	3560	1870	1791
c, Capacity [veh/h]	496	546	536	456	536	48	2060	953	912
d1, Uniform Delay [s]	31.22	21.59	21.59	24.58	21.96	45.51	9.06	11.91	11.94
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.71	0.08	0.08	0.11	0.13	6.11	0.12	0.16	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.10	0.10	0.12	0.15	0.44	0.12	0.08	0.08
d, Delay for Lane Group [s/veh]	33.92	21.67	21.67	24.69	22.08	51.62	9.18	12.08	12.12
Lane Group LOS	C	C	C	C	C	D	A	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.65	0.84	0.82	0.88	1.23	0.57	1.13	0.84	0.84
50th-Percentile Queue Length [ft/ln]	216.15	20.91	20.52	22.07	30.84	14.15	28.15	20.99	21.08
95th-Percentile Queue Length [veh/ln]	13.47	1.51	1.48	1.59	2.22	1.02	2.03	1.51	1.52
95th-Percentile Queue Length [ft/ln]	336.71	37.65	36.93	39.72	55.51	25.47	50.67	37.78	37.94

Movement, Approach, & Intersection Results

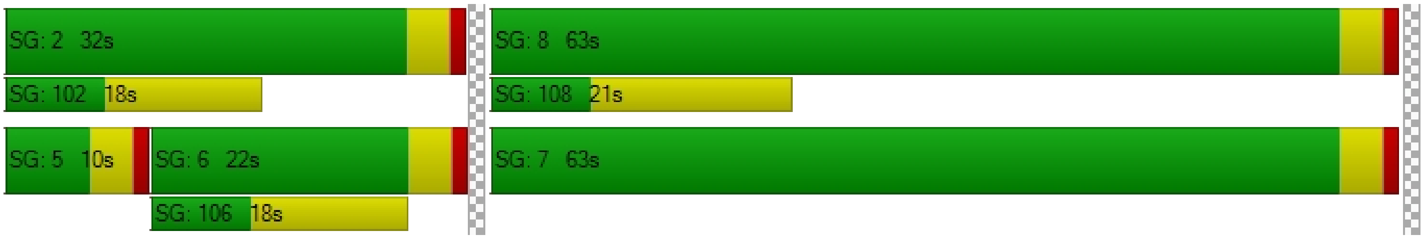
d_M, Delay for Movement [s/veh]	33.92	21.67	21.67	24.69	0.00	22.08	51.62	9.18	0.00	0.00	12.09	12.12
Movement LOS	C	C	C	C		C	D	A			B	B
d_A, Approach Delay [s/veh]	31.25			23.13			12.51			12.10		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	22.65											
Intersection LOS	C											
Intersection V/C	0.415											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	0.00	37.14
I_p,int, Pedestrian LOS Score for Intersection	2.254	2.001	0.000	2.344
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1242	1242	589	379
d_b, Bicycle Delay [s]	6.82	6.82	23.63	31.21
I_b,int, Bicycle LOS Score for Intersection	2.376	1.560	1.781	1.685
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.781

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	202	991	0	0	2718	327	0	0	0	675	0	865
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	991	0	0	2718	327	0	0	0	675	0	865
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	248	0	0	680	82	0	0	0	169	0	216
Total Analysis Volume [veh/h]	202	991	0	0	2718	327	0	0	0	675	0	865
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	24	42	0	0	18	0	0	0	0	58	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	56	39	39		36	36
g / C, Green / Cycle	0.13	0.56	0.39	0.39		0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.11	0.19	0.27	0.21		0.20	0.31
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	237	2848	3931	613		1248	1016
d1, Uniform Delay [s]	42.38	12.07	25.72	23.75		25.37	29.48
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.36	0.34	1.02	3.30		0.37	2.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.35	0.69	0.53		0.54	0.85
d, Delay for Lane Group [s/veh]	50.74	12.41	26.74	27.05		25.74	31.62
Lane Group LOS	D	B	C	C		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	5.38	3.93	8.94	6.40		6.30	9.59
50th-Percentile Queue Length [ft/ln]	134.53	98.25	223.53	159.92		157.45	239.64
95th-Percentile Queue Length [veh/ln]	9.19	7.07	13.85	10.54		10.41	14.66
95th-Percentile Queue Length [ft/ln]	229.64	176.84	346.13	263.62		260.34	366.58

Movement, Approach, & Intersection Results

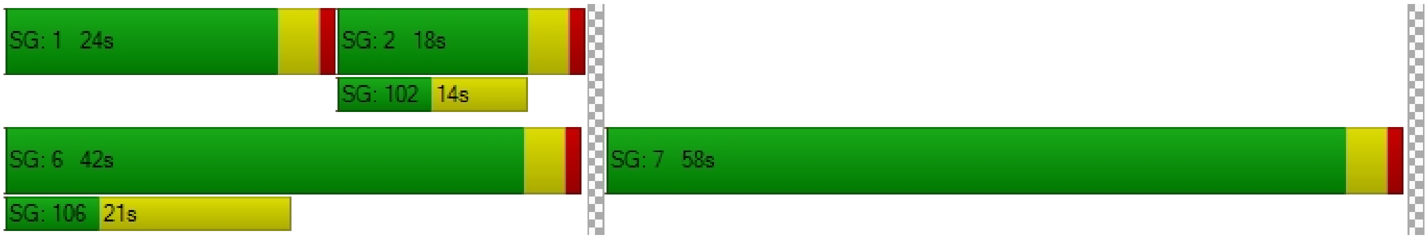
d_M, Delay for Movement [s/veh]	50.74	12.41	0.00	0.00	26.74	27.05	0.00	0.00	0.00	25.74	0.00	31.62
Movement LOS	D	B			C	C				C		C
d_A, Approach Delay [s/veh]	18.90			26.78			0.00			29.04		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	25.75											
Intersection LOS	C											
Intersection V/C	0.781											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.944	2.605
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	760	280	0	1080
d_b, Bicycle Delay [s]	19.22	36.98	50.00	10.58
I_b,int, Bicycle LOS Score for Intersection	2.216	2.397	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	32.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.941

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	999	1242	1699	1836	0	215	0	361	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	999	1242	1699	1836	0	215	0	361	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	250	311	425	459	0	54	0	90	0	0	0
Total Analysis Volume [veh/h]	0	999	1242	1699	1836	0	215	0	361	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	53	0	46	99	0	21	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	120	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	50	50	50	41	95	17	17	
g / C, Green / Cycle	0.41	0.41	0.41	0.35	0.79	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.39	0.39	0.33	0.36	0.06	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2104	657	657	1790	4032	490	399	
d1, Uniform Delay [s]	25.70	33.91	33.91	38.25	4.08	47.11	50.68	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.77	24.08	24.08	3.50	0.37	0.62	7.85	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.47	0.95	0.95	0.95	0.46	0.44	0.91	
d, Delay for Lane Group [s/veh]	26.47	57.99	57.99	41.76	4.45	47.73	58.53	
Lane Group LOS	C	E	E	D	A	D	E	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.06	21.39	21.39	16.53	4.03	2.99	5.76	
50th-Percentile Queue Length [ft/ln]	176.47	534.73	534.73	413.25	100.64	74.76	144.02	
95th-Percentile Queue Length [veh/ln]	11.42	28.97	28.97	23.20	7.25	5.38	9.70	
95th-Percentile Queue Length [ft/ln]	285.40	724.35	724.35	579.94	181.15	134.57	242.43	

Movement, Approach, & Intersection Results

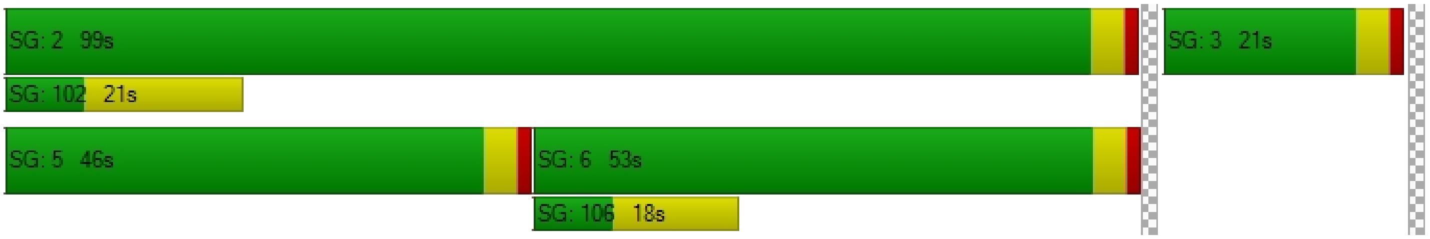
d_M, Delay for Movement [s/veh]	0.00	26.47	57.99	41.76	4.45	0.00	47.73	0.00	58.53	0.00	0.00	0.00
Movement LOS		C	E	D	A		D		E			
d_A, Approach Delay [s/veh]	43.94			22.38			54.50			0.00		
Approach LOS	D			C			D			A		
d_I, Intersection Delay [s/veh]	32.90											
Intersection LOS	C											
Intersection V/C	0.941											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.426	2.910
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	817	1584	283	0
d_b, Bicycle Delay [s]	21.00	2.60	44.20	59.99
I_b,int, Bicycle LOS Score for Intersection	2.484	3.504	1.560	4.132
Bicycle LOS	B	D	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	1767	212	0	2571	9	0	0	37	137	81	809
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1767	212	0	2571	9	0	0	37	137	81	809
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	442	53	0	643	2	0	0	9	34	20	202
Total Analysis Volume [veh/h]	0	1767	212	0	2571	9	0	0	37	137	81	809
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	68	0	0	68	0	0	0	10	0	17	17
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	69	69	69	4	10	10	10	83
g / C, Green / Cycle	0.73	0.73	0.73	0.04	0.11	0.11	0.11	0.88
(v / s)_i Volume / Saturation Flow Rate	0.26	0.30	0.28	0.01	0.04	0.04	0.04	0.29
s, saturation flow rate [veh/h]	6792	6792	1864	2813	1781	1788	1702	2813
c, Capacity [veh/h]	4942	4942	1356	112	189	190	181	2464
d1, Uniform Delay [s]	4.76	5.06	4.87	44.38	39.54	39.54	39.70	1.03
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.26	0.81	1.70	1.24	1.24	1.52	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.42	0.38	0.33	0.38	0.38	0.41	0.33
d, Delay for Lane Group [s/veh]	4.97	5.33	5.69	46.08	40.78	40.78	41.22	1.38
Lane Group LOS	A	A	A	D	D	D	D	A
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.63	3.27	3.36	0.45	1.61	1.61	1.70	0.34
50th-Percentile Queue Length [ft/ln]	65.72	81.66	84.10	11.19	40.15	40.30	42.51	8.50
95th-Percentile Queue Length [veh/ln]	4.73	5.88	6.06	0.81	2.89	2.90	3.06	0.61
95th-Percentile Queue Length [ft/ln]	118.29	147.00	151.38	20.14	72.26	72.54	76.51	15.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	4.97	0.00	0.00	5.40	5.69	0.00	0.00	46.08	40.78	41.19	1.38
Movement LOS		A			A	A			D	D	D	A
d_A, Approach Delay [s/veh]	4.97			5.40			46.08			9.78		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	6.37											
Intersection LOS	A											
Intersection V/C	0.413											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.164	2.622
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1347	1347	126	274
d_b, Bicycle Delay [s]	5.06	5.06	41.70	35.40
I_b,int, Bicycle LOS Score for Intersection	2.288	2.411	1.560	2.407
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.509

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	134	1263	1162	1116	717	582
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	1263	1162	1116	717	582
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	34	316	291	279	179	0
Total Analysis Volume [veh/h]	134	1263	1162	1116	717	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	38	60	22	0	30	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	66	54	16
g / C, Green / Cycle	0.10	0.73	0.59	0.18
(v / s)_i Volume / Saturation Flow Rate	0.08	0.19	0.23	0.14
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	171	4989	3026	916
d1, Uniform Delay [s]	39.78	3.90	9.61	35.42
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.62	0.12	0.37	1.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.25	0.38	0.78
d, Delay for Lane Group [s/veh]	47.40	4.02	9.98	36.93
Lane Group LOS	D	A	A	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.22	1.50	3.74	5.04
50th-Percentile Queue Length [ft/ln]	80.52	37.40	93.58	126.00
95th-Percentile Queue Length [veh/ln]	5.80	2.69	6.74	8.72
95th-Percentile Queue Length [ft/ln]	144.94	67.32	168.44	218.04

Movement, Approach, & Intersection Results

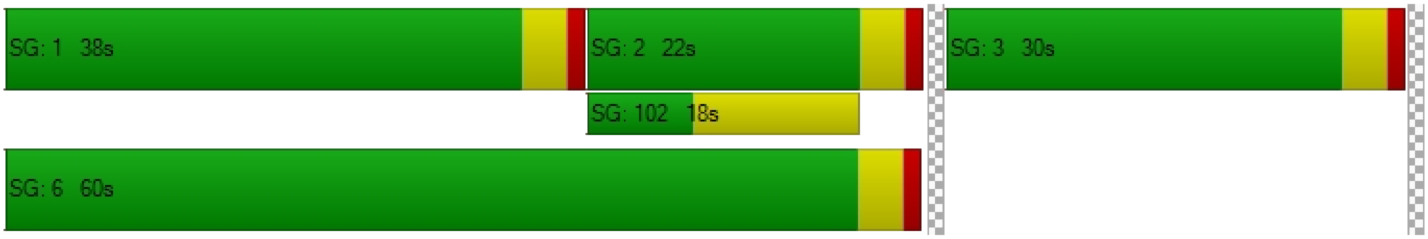
d_M, Delay for Movement [s/veh]	47.40	4.02	9.98	0.00	36.93	0.00
Movement LOS	D	A	A		D	
d_A, Approach Delay [s/veh]	8.18		9.98		36.93	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	15.11					
Intersection LOS	B					
Intersection V/C	0.509					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.591
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1244	400	578
d_b, Bicycle Delay [s]	6.43	28.81	22.77
I_b,int, Bicycle LOS Score for Intersection	2.136	2.199	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	180	376	0	0	1080	107	0	0	0	195	0	558
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	376	0	0	1080	107	0	0	0	195	0	558
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	94	0	0	270	27	0	0	0	49	0	140
Total Analysis Volume [veh/h]	180	376	0	0	1080	107	0	0	0	195	0	558
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	15	42	0	0	27	0	0	0	0	48	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	11	61	46	46		21	21
g / C, Green / Cycle	0.12	0.68	0.51	0.51		0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.10	0.11	0.22	0.22		0.11	0.20
s, saturation flow rate [veh/h]	1781	3560	3560	1785		1781	2813
c, Capacity [veh/h]	215	2406	1818	912		419	663
d1, Uniform Delay [s]	38.74	5.30	13.86	13.85		29.55	32.82
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.45	0.14	0.76	1.51		0.80	3.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.16	0.44	0.43		0.46	0.84
d, Delay for Lane Group [s/veh]	47.19	5.43	14.62	15.35		30.35	35.83
Lane Group LOS	D	A	B	B		C	D
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.33	1.14	4.94	5.13		3.65	5.93
50th-Percentile Queue Length [ft/ln]	108.29	28.61	123.58	128.23		91.23	148.19
95th-Percentile Queue Length [veh/ln]	7.74	2.06	8.59	8.84		6.57	9.92
95th-Percentile Queue Length [ft/ln]	193.62	51.49	214.74	221.08		164.21	248.01

Movement, Approach, & Intersection Results

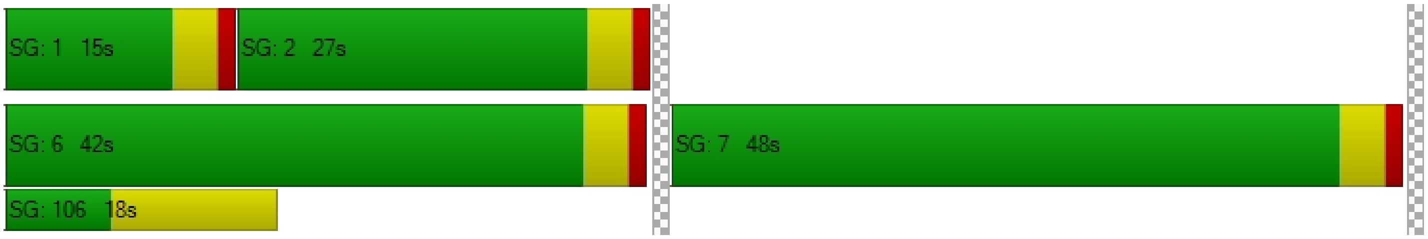
d_M, Delay for Movement [s/veh]	47.19	5.43	0.00	0.00	14.81	15.35	0.00	0.00	0.00	30.35	0.00	35.83
Movement LOS	D	A			B	B				C		D
d_A, Approach Delay [s/veh]	18.95			14.86			0.00			34.41		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	21.67											
Intersection LOS	C											
Intersection V/C	0.602											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.314
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	844	511	0	978
d_b, Bicycle Delay [s]	15.03	24.95	45.01	11.76
I_b,int, Bicycle LOS Score for Intersection	2.018	2.212	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.701

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↱			↰ ↰ ↑ ↑			↰ ✛					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	412	425	676	677	0	135	1	229	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	412	425	676	677	0	135	1	229	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	103	106	169	169	0	34	0	57	0	0	0
Total Analysis Volume [veh/h]	0	412	425	676	677	0	135	1	229	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	41	59	0	0	31	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	42	42	21	67	15	15	
g / C, Green / Cycle	0.46	0.46	0.23	0.74	0.17	0.17	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.27	0.20	0.19	0.08	0.14	
s, saturation flow rate [veh/h]	1870	1589	3459	3560	1781	1591	
c, Capacity [veh/h]	867	737	801	2634	305	273	
d1, Uniform Delay [s]	16.60	17.67	33.05	3.77	33.45	36.14	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.86	3.27	2.54	0.24	1.01	7.00	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.48	0.58	0.84	0.26	0.44	0.84	
d, Delay for Lane Group [s/veh]	18.47	20.94	35.59	4.00	34.45	43.14	
Lane Group LOS	B	C	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.01	6.77	7.15	1.60	2.69	5.33	
50th-Percentile Queue Length [ft/ln]	150.13	169.23	178.65	39.97	67.29	133.19	
95th-Percentile Queue Length [veh/ln]	10.02	11.04	11.53	2.88	4.84	9.11	
95th-Percentile Queue Length [ft/ln]	250.61	275.90	288.25	71.95	121.12	227.83	

Movement, Approach, & Intersection Results

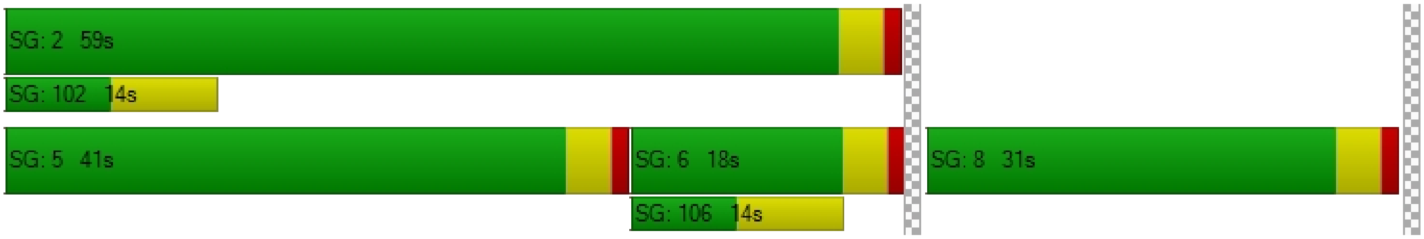
d_M, Delay for Movement [s/veh]	0.00	18.47	20.94	35.59	4.00	0.00	34.45	43.14	43.14	0.00	0.00	0.00
Movement LOS		B	C	D	A		C	D	D			
d_A, Approach Delay [s/veh]	19.72			19.78			39.93			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	22.64											
Intersection LOS	C											
Intersection V/C	0.701											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.058	2.252
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	1222	600	0
d_b, Bicycle Delay [s]	32.10	6.81	22.06	45.01
I_b,int, Bicycle LOS Score for Intersection	2.250	2.676	2.162	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.775

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	324	0	878	0	1399	1180	0	1791	679
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	324	0	878	0	1399	1180	0	1791	679
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	81	0	220	0	350	295	0	448	170
Total Analysis Volume [veh/h]	0	0	0	324	0	878	0	1399	1180	0	1791	679
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	52	0	0	0	58	0	0	58	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		56	56	56	56
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		21	21	27	27
g / C, Green / Cycle		0.38	0.38	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate		0.09	0.31	0.27	0.35
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1323	1077	2417	2417
d1, Uniform Delay [s]		11.78	15.52	10.66	11.93
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.10	1.57	0.22	0.46
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.24	0.82	0.58	0.74
d, Delay for Lane Group [s/veh]		11.87	17.09	10.88	12.39
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		1.22	4.51	3.44	4.96
50th-Percentile Queue Length [ft/ln]		30.41	112.85	85.97	123.92
95th-Percentile Queue Length [veh/ln]		2.19	8.00	6.19	8.61
95th-Percentile Queue Length [ft/ln]		54.73	199.96	154.75	215.20

Movement, Approach, & Intersection Results

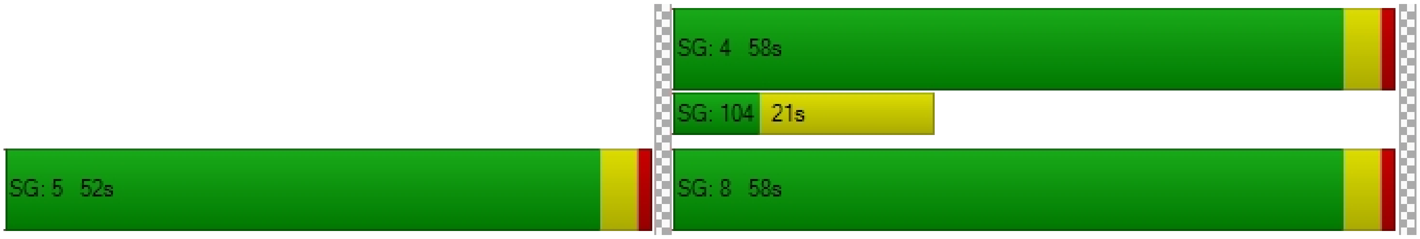
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.87	0.00	17.09	0.00	10.88	0.00	0.00	12.39	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			15.68			10.88			12.39		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	12.81											
Intersection LOS	B											
Intersection V/C	0.775											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	18.03	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.508	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1718	1932	1932
d_b, Bicycle Delay [s]	27.94	0.56	0.03	0.03
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.329	2.545
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↱						↑ ↑ ↱ ↱			↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	754	0	479	0	0	0	0	822	883	0	1724	1207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	754	0	479	0	0	0	0	822	883	0	1724	1207
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	189	0	120	0	0	0	0	206	221	0	431	302
Total Analysis Volume [veh/h]	754	0	479	0	0	0	0	822	883	0	1724	1207
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	48	0	0	0	0	0	0	72	0	0	72	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	44		44	44
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	13		23	23
g / C, Green / Cycle	0.30		0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.22		0.23	0.34
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1027		1854	2653
d1, Uniform Delay [s]	13.88		6.56	7.62
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.03		0.17	0.27
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.73		0.44	0.65
d, Delay for Lane Group [s/veh]	14.92		6.73	7.90
Lane Group LOS	B		A	A
Critical Lane Group	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	2.88		1.62	2.62
50th-Percentile Queue Length [ft/ln]	72.07		40.40	65.60
95th-Percentile Queue Length [veh/ln]	5.19		2.91	4.72
95th-Percentile Queue Length [ft/ln]	129.73		72.73	118.08

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.92	0.00	0.00	0.00	0.00	0.00	0.00	6.73	0.00	0.00	7.90	0.00
Movement LOS	B							A			A	
d_A, Approach Delay [s/veh]	14.92			0.00			6.73			7.90		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	9.21											
Intersection LOS	A											
Intersection V/C	0.681											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	12.28
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.824
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2010	0	3106	3106
d_b, Bicycle Delay [s]	0.00	21.89	6.69	6.69
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	2.238	2.508
Bicycle LOS	A	D	B	B

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	524	33	212	31	0	43	47	467	0	0	421	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	524	33	212	31	0	43	47	467	0	0	421	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	131	8	53	8	0	11	12	117	0	0	105	9
Total Analysis Volume [veh/h]	524	33	212	31	0	43	47	467	0	0	421	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	39	39	39	39	39	4	43	35	35
g / C, Green / Cycle	0.43	0.43	0.43	0.43	0.43	0.05	0.48	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.38	0.08	0.08	0.03	0.03	0.03	0.13	0.12	0.13
s, saturation flow rate [veh/h]	1363	1655	1589	1135	1589	1781	3560	1870	1819
c, Capacity [veh/h]	642	713	685	496	685	82	1710	729	709
d1, Uniform Delay [s]	25.23	15.76	15.78	18.54	14.98	42.05	13.99	19.10	19.18
k, delay calibration	0.20	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.70	0.11	0.12	0.05	0.04	6.09	0.40	1.12	1.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.17	0.18	0.06	0.06	0.57	0.27	0.31	0.32
d, Delay for Lane Group [s/veh]	29.93	15.88	15.90	18.59	15.02	48.14	14.39	20.23	20.38
Lane Group LOS	C	B	B	B	B	D	B	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.90	1.55	1.51	0.42	0.51	1.15	2.81	3.44	3.47
50th-Percentile Queue Length [ft/ln]	272.52	38.72	37.71	10.51	12.74	28.78	70.15	86.10	86.65
95th-Percentile Queue Length [veh/ln]	16.32	2.79	2.71	0.76	0.92	2.07	5.05	6.20	6.24
95th-Percentile Queue Length [ft/ln]	407.89	69.70	67.87	18.91	22.92	51.81	126.27	154.99	155.97

Movement, Approach, & Intersection Results

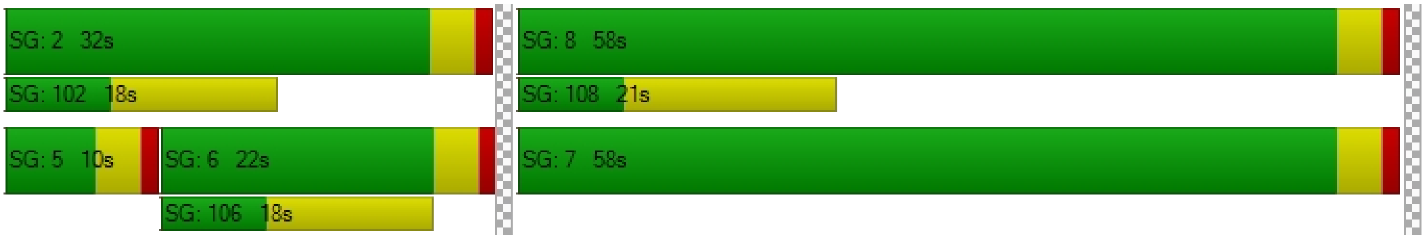
d_M, Delay for Movement [s/veh]	29.93	15.88	15.89	18.59	0.00	15.02	48.14	14.39	0.00	0.00	20.30	20.38
Movement LOS	C	B	B	B		B	D	B			C	C
d_A, Approach Delay [s/veh]	25.46			16.52			17.47			20.30		
Approach LOS	C			B			B			C		
d_I, Intersection Delay [s/veh]	21.53											
Intersection LOS	C											
Intersection V/C	0.619											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.318	2.001	0.000	2.459
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.828	1.560	1.984	1.937
Bicycle LOS	C	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	29.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.883

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	251	1489	0	0	2087	293	0	0	0	931	0	1180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	251	1489	0	0	2087	293	0	0	0	931	0	1180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	372	0	0	522	73	0	0	0	233	0	295
Total Analysis Volume [veh/h]	251	1489	0	0	2087	293	0	0	0	931	0	1180
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	19	39	0	0	20	0	0	0	0	51	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	14	39	21	21		43	43
g / C, Green / Cycle	0.16	0.44	0.23	0.23		0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.14	0.29	0.20	0.18		0.27	0.42
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	286	2226	2363	369		1640	1334
d1, Uniform Delay [s]	36.92	20.17	33.41	32.57		17.03	21.44
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.43	1.62	5.25	16.11		0.31	2.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.67	0.88	0.79		0.57	0.88
d, Delay for Lane Group [s/veh]	45.36	21.78	38.65	48.68		17.34	23.59
Lane Group LOS	D	C	D	D		B	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	5.96	8.18	7.71	7.51		6.61	10.83
50th-Percentile Queue Length [ft/ln]	149.05	204.59	192.77	187.76		165.27	270.78
95th-Percentile Queue Length [veh/ln]	9.97	12.87	12.26	12.00		10.83	16.23
95th-Percentile Queue Length [ft/ln]	249.16	321.87	306.62	300.12		270.68	405.71

Movement, Approach, & Intersection Results

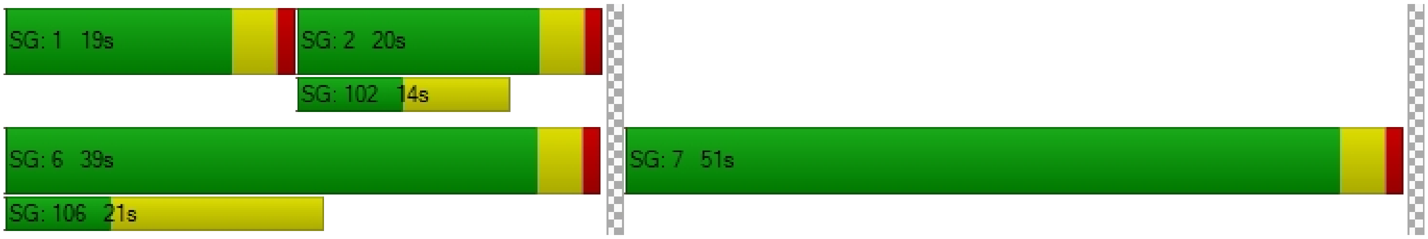
d_M, Delay for Movement [s/veh]	45.36	21.78	0.00	0.00	38.65	48.68	0.00	0.00	0.00	17.34	0.00	23.59
Movement LOS	D	C			D	D				B		C
d_A, Approach Delay [s/veh]	25.18			39.89			0.00			20.83		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	29.33											
Intersection LOS	C											
Intersection V/C	0.883											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.953	2.711
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	355	0	1044
d_b, Bicycle Delay [s]	16.82	30.43	45.01	10.28
I_b,int, Bicycle LOS Score for Intersection	2.517	2.214	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑ ↑ ↑↱ ↱			↰ ↰ ↰ ↑ ↑ ↑			↰ ↰ ↱ ↱					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1284	714	1150	1814	0	344	0	398	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1284	714	1150	1814	0	344	0	398	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	321	179	288	454	0	86	0	100	0	0	0
Total Analysis Volume [veh/h]	0	1284	714	1150	1814	0	344	0	398	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	22	0	43	65	0	25	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	38	38	38	25	66	16	16	
g / C, Green / Cycle	0.42	0.42	0.42	0.27	0.74	0.17	0.17	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.25	0.25	0.22	0.36	0.10	0.14	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2139	668	668	1414	3754	603	490	
d1, Uniform Delay [s]	19.81	20.23	20.23	30.62	4.84	34.09	35.76	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.07	3.94	3.94	1.18	0.45	0.85	3.29	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.56	0.60	0.60	0.81	0.48	0.57	0.81	
d, Delay for Lane Group [s/veh]	20.87	24.17	24.17	31.80	5.29	34.94	39.05	
Lane Group LOS	C	C	C	C	A	C	D	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.28	6.93	6.93	7.70	3.62	3.47	4.34	
50th-Percentile Queue Length [ft/ln]	156.98	173.19	173.19	192.41	90.52	86.64	108.58	
95th-Percentile Queue Length [veh/ln]	10.39	11.24	11.24	12.25	6.52	6.24	7.76	
95th-Percentile Queue Length [ft/ln]	259.71	281.11	281.11	306.15	162.93	155.95	194.03	

Movement, Approach, & Intersection Results

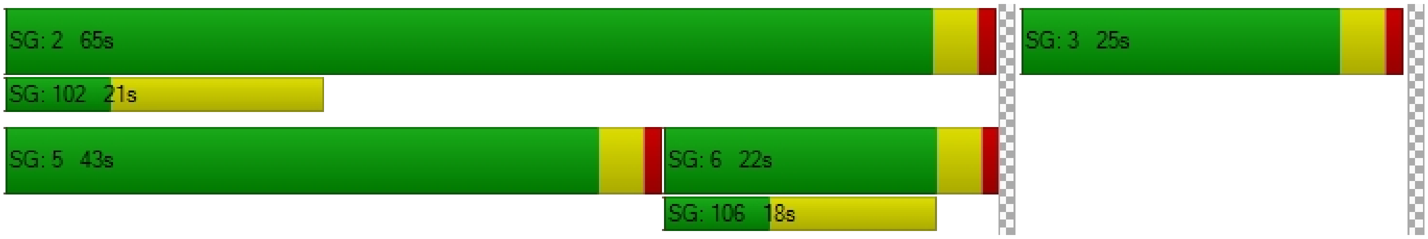
d_M, Delay for Movement [s/veh]	0.00	20.87	24.17	31.80	5.29	0.00	34.94	0.00	39.05	0.00	0.00	0.00
Movement LOS		C	C	C	A		C		D			
d_A, Approach Delay [s/veh]	22.19			15.57			37.15			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	20.70											
Intersection LOS	C											
Intersection V/C	0.709											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.444	2.546
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	1355	467	0
d_b, Bicycle Delay [s]	28.81	4.68	26.46	45.01
I_b,int, Bicycle LOS Score for Intersection	2.384	3.190	1.560	4.132
Bicycle LOS	B	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.727

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↑↑↑↱			↑↑↑↑↱			↱↱			↰↰↑↑↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	2586	204	0	2713	22	0	0	216	407	340	1473
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2586	204	0	2713	22	0	0	216	407	340	1473
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	647	51	0	678	6	0	0	54	102	85	368
Total Analysis Volume [veh/h]	0	2586	204	0	2713	22	0	0	216	407	340	1473
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	33	0	0	33	0	0	0	35	0	22	22
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	51	51	51	9	18	18	18	73
g / C, Green / Cycle	0.56	0.56	0.56	0.10	0.20	0.20	0.20	0.81
(v / s)_i Volume / Saturation Flow Rate	0.38	0.32	0.29	0.08	0.14	0.14	0.15	0.52
s, saturation flow rate [veh/h]	6792	6792	1857	2813	1781	1812	1702	2813
c, Capacity [veh/h]	3822	3822	1045	291	358	364	342	2273
d1, Uniform Delay [s]	13.91	12.71	12.21	39.23	33.45	33.35	33.70	3.49
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.98	0.63	1.88	3.75	2.45	2.28	2.98	1.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.57	0.52	0.74	0.70	0.68	0.73	0.65
d, Delay for Lane Group [s/veh]	14.89	13.34	14.09	42.99	35.89	35.63	36.68	4.93
Lane Group LOS	B	B	B	D	D	D	D	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	8.64	6.65	6.77	2.44	5.20	5.17	5.28	3.40
50th-Percentile Queue Length [ft/ln]	216.07	166.16	169.28	60.99	129.9	129.2	131.8	85.05
95th-Percentile Queue Length [veh/ln]	13.46	10.87	11.04	4.39	8.94	8.90	9.04	6.12
95th-Percentile Queue Length [ft/ln]	336.61	271.86	275.97	109.79	223.4	222.5	226.0	153.0

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	14.89	0.00	0.00	13.48	14.09	0.00	0.00	42.99	35.89	36.40	4.93
Movement LOS		B			B	B			D	D	D	A
d_A, Approach Delay [s/veh]	14.89			13.49			42.99			15.41		
Approach LOS	B			B			D			B		
d_I, Intersection Delay [s/veh]	15.33											
Intersection LOS	B											
Intersection V/C	0.727											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.70	34.70
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.271	2.813
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	644	689	400
d_b, Bicycle Delay [s]	20.69	20.69	19.36	28.82
I_b,int, Bicycle LOS Score for Intersection	2.626	2.462	1.560	3.391
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	17.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	145	1790	1731	1123	1020	367
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	1790	1731	1123	1020	367
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	36	448	433	281	255	0
Total Analysis Volume [veh/h]	145	1790	1731	1123	1020	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	22	44	22	0	46	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	60	47	22
g / C, Green / Cycle	0.10	0.67	0.52	0.25
(v / s)_i Volume / Saturation Flow Rate	0.08	0.26	0.34	0.20
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	181	4519	2644	1275
d1, Uniform Delay [s]	39.54	6.85	15.77	31.87
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.87	0.26	1.28	1.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.40	0.65	0.80
d, Delay for Lane Group [s/veh]	47.41	7.11	17.05	33.08
Lane Group LOS	D	A	B	C
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.49	3.41	8.29	6.90
50th-Percentile Queue Length [ft/ln]	87.20	85.32	207.33	172.61
95th-Percentile Queue Length [veh/ln]	6.28	6.14	13.02	11.21
95th-Percentile Queue Length [ft/ln]	156.95	153.58	325.41	280.34

Movement, Approach, & Intersection Results

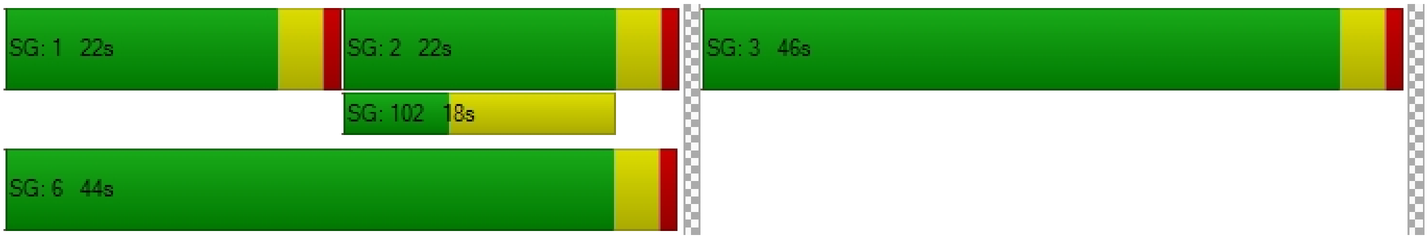
d_M, Delay for Movement [s/veh]	47.41	7.11	17.05	0.00	33.08	0.00
Movement LOS	D	A	B		C	
d_A, Approach Delay [s/veh]	10.13		17.05		33.08	
Approach LOS	B		B		C	
d_I, Intersection Delay [s/veh]	17.68					
Intersection LOS	B					
Intersection V/C	0.713					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.642
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	889	400	933
d_b, Bicycle Delay [s]	13.90	28.81	12.81
I_b,int, Bicycle LOS Score for Intersection	2.358	2.512	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	46.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.980

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑			↑ ↑ ↱						↰ ↰↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	170	664	0	0	1165	167	0	0	0	456	0	1500
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	664	0	0	1165	167	0	0	0	456	0	1500
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	166	0	0	291	42	0	0	0	114	0	375
Total Analysis Volume [veh/h]	170	664	0	0	1165	167	0	0	0	456	0	1500
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	50	0	0	34	0	0	0	0	70	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	46	30	30		66	66
g / C, Green / Cycle	0.10	0.39	0.25	0.25		0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.10	0.19	0.25	0.25		0.26	0.53
s, saturation flow rate [veh/h]	1781	3560	3560	1754		1781	2813
c, Capacity [veh/h]	179	1378	901	444		973	1537
d1, Uniform Delay [s]	53.62	27.69	44.56	44.78		16.60	26.46
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	21.02	1.21	26.61	42.75		0.35	6.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.95	0.48	0.99	1.00		0.47	0.98
d, Delay for Lane Group [s/veh]	74.65	28.90	71.17	87.53		16.95	32.92
Lane Group LOS	E	C	E	F		B	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	6.14	7.40	16.35	18.36		7.58	21.01
50th-Percentile Queue Length [ft/ln]	153.48	184.95	408.82	458.93		189.59	525.20
95th-Percentile Queue Length [veh/ln]	10.20	11.86	22.98	25.39		12.10	28.52
95th-Percentile Queue Length [ft/ln]	255.06	296.46	574.62	634.66		302.49	713.12

Movement, Approach, & Intersection Results

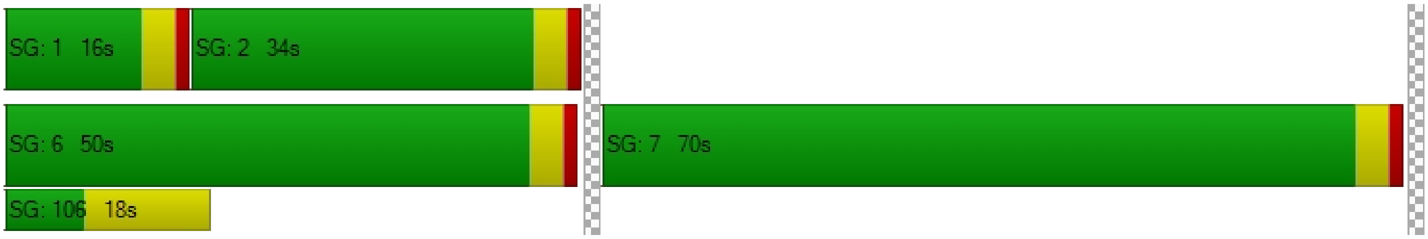
d_M, Delay for Movement [s/veh]	74.65	28.90	0.00	0.00	75.06	87.53	0.00	0.00	0.00	16.95	0.00	32.92
Movement LOS	E	C			E	F				B		C
d_A, Approach Delay [s/veh]	38.22			76.62			0.00			29.20		
Approach LOS	D			E			A			C		
d_I, Intersection Delay [s/veh]	46.35											
Intersection LOS	D											
Intersection V/C	0.980											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.49
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.622
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	767	500	0	1100
d_b, Bicycle Delay [s]	22.80	33.73	59.98	12.14
I_b,int, Bicycle LOS Score for Intersection	2.248	2.292	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	635	191	674	954	0	207	1	180	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	635	191	674	954	0	207	1	180	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	159	48	169	239	0	52	0	45	0	0	0
Total Analysis Volume [veh/h]	0	635	191	674	954	0	207	1	180	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	43	61	0	0	29	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	44	44	21	69	13	13	
g / C, Green / Cycle	0.49	0.49	0.23	0.77	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.24	0.19	0.27	0.11	0.12	
s, saturation flow rate [veh/h]	1870	1729	3459	3560	1781	1593	
c, Capacity [veh/h]	920	851	800	2733	256	229	
d1, Uniform Delay [s]	14.91	15.27	33.05	3.32	37.31	37.33	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.58	1.98	2.51	0.35	5.72	6.47	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.45	0.49	0.84	0.35	0.80	0.80	
d, Delay for Lane Group [s/veh]	16.50	17.25	35.56	3.67	43.03	43.80	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.60	5.79	7.12	2.04	4.69	4.26	
50th-Percentile Queue Length [ft/ln]	140.12	144.78	178.01	50.91	117.17	106.46	
95th-Percentile Queue Length [veh/ln]	9.49	9.74	11.50	3.67	8.24	7.64	
95th-Percentile Queue Length [ft/ln]	237.18	243.44	287.41	91.64	205.93	191.06	

Movement, Approach, & Intersection Results

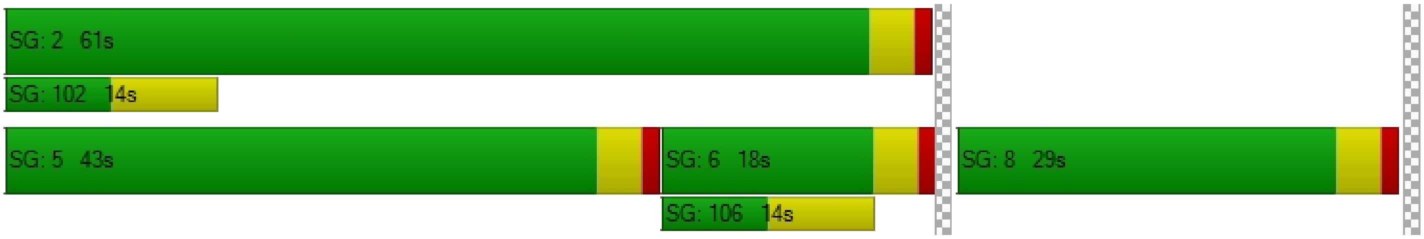
d_M, Delay for Movement [s/veh]	0.00	16.76	17.25	35.56	3.67	0.00	43.07	43.80	43.80	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	16.87			16.87			43.39			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	20.49											
Intersection LOS	C											
Intersection V/C	0.633											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.066	2.137
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	1266	555	0
d_b, Bicycle Delay [s]	32.10	6.06	23.48	45.01
I_b,int, Bicycle LOS Score for Intersection	2.241	2.903	2.200	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E-IX

YEAR 2036 CUMULATIVE TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	15.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.818

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	1113	0	1033	0	1770	1208	0	1490	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1113	0	1033	0	1770	1208	0	1490	169
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	278	0	258	0	443	302	0	373	42
Total Analysis Volume [veh/h]	0	0	0	1113	0	1033	0	1770	1208	0	1490	169
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	49	0	0	0	46	0	0	46	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		63	63	63	63
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		28	28	28	28
g / C, Green / Cycle		0.44	0.44	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate		0.32	0.37	0.35	0.29
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1508	1227	2229	2229
d1, Uniform Delay [s]		14.85	15.92	15.35	14.16
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.72	1.65	0.67	0.35
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.74	0.84	0.79	0.67
d, Delay for Lane Group [s/veh]		15.57	17.57	16.02	14.51
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		5.91	6.01	6.45	4.98
50th-Percentile Queue Length [ft/ln]		147.71	150.19	161.34	124.40
95th-Percentile Queue Length [veh/ln]		9.89	10.03	10.62	8.63
95th-Percentile Queue Length [ft/ln]		247.36	250.68	265.49	215.86

Movement, Approach, & Intersection Results

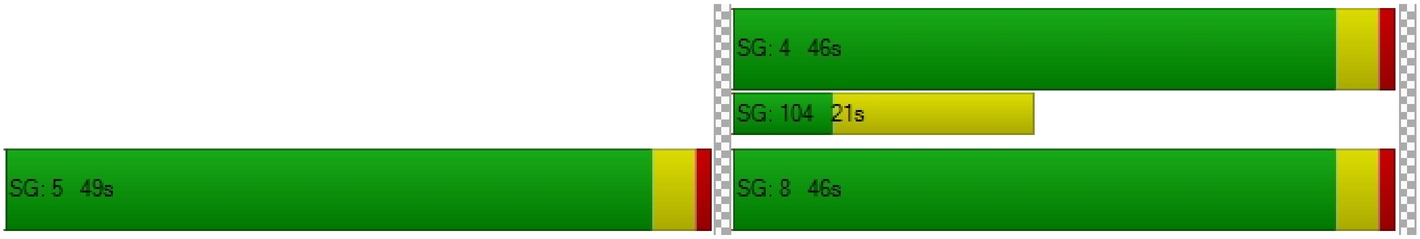
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	15.57	0.00	17.57	0.00	16.02	0.00	0.00	14.51	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			16.53			16.02			14.51		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	15.81											
Intersection LOS	B											
Intersection V/C	0.818											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.54	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.699	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1425	1330	1330
d_b, Bicycle Delay [s]	31.58	2.61	3.55	3.55
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.533	2.379
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	30.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.966

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↱						↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	1051	0	1133	0	0	0	0	1897	988	0	614	283
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1051	0	1133	0	0	0	0	1897	988	0	614	283
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	263	0	283	0	0	0	0	474	247	0	154	71
Total Analysis Volume [veh/h]	1051	0	1133	0	0	0	0	1897	988	0	614	283
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	44	0	0	0	0	0	0	46	0	0	46	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	60		60	60
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	22		30	30
g / C, Green / Cycle	0.36		0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.30		0.53	0.12
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1254		1792	2563
d1, Uniform Delay [s]	17.40		14.81	8.36
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.57		29.91	0.05
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.84		1.06	0.24
d, Delay for Lane Group [s/veh]	18.97		44.72	8.41
Lane Group LOS	B		F	A
Critical Lane Group	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	6.06		17.05	1.25
50th-Percentile Queue Length [ft/ln]	151.62		426.28	31.28
95th-Percentile Queue Length [veh/ln]	10.10		24.84	2.25
95th-Percentile Queue Length [ft/ln]	252.59		621.06	56.31

Movement, Approach, & Intersection Results

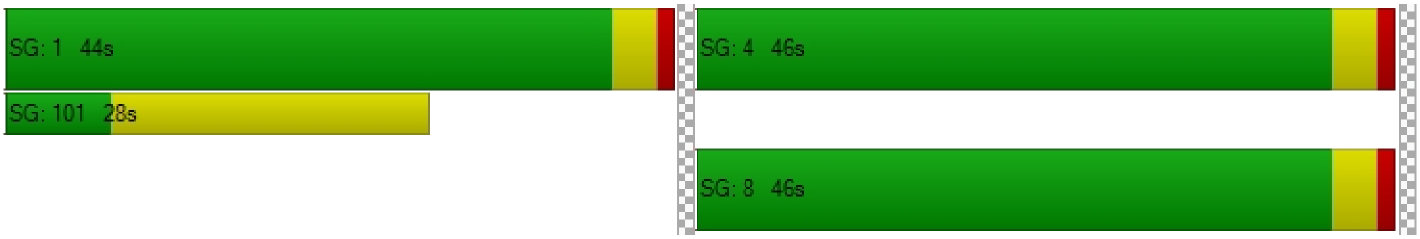
d_M, Delay for Movement [s/veh]	18.97	0.00	0.00	0.00	0.00	0.00	0.00	44.72	0.00	0.00	8.41	0.00
Movement LOS	B							F			A	
d_A, Approach Delay [s/veh]	18.97			0.00			44.72			8.41		
Approach LOS	B			A			D			A		
d_I, Intersection Delay [s/veh]	30.86											
Intersection LOS	C											
Intersection V/C	0.966											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	19.80
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.838
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1343	0	1410	1410
d_b, Bicycle Delay [s]	3.21	29.78	2.59	2.59
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	3.125	1.897
Bicycle LOS	A	D	C	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	401	7	105	55	0	82	22	255	0	0	131	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	401	7	105	55	0	82	22	255	0	0	131	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	2	26	14	0	21	6	64	0	0	33	5
Total Analysis Volume [veh/h]	401	7	105	55	0	82	22	255	0	0	131	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	32	32	32	32	32	3	50	44	44
g / C, Green / Cycle	0.35	0.35	0.35	0.35	0.35	0.03	0.56	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.30	0.03	0.03	0.04	0.05	0.01	0.07	0.04	0.04
s, saturation flow rate [veh/h]	1316	1620	1589	1281	1589	1781	3560	1870	1790
c, Capacity [veh/h]	517	569	558	475	558	51	1993	911	872
d1, Uniform Delay [s]	28.89	19.63	19.63	22.47	19.97	43.01	9.39	12.34	12.37
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.54	0.08	0.08	0.11	0.12	5.72	0.13	0.18	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.10	0.10	0.12	0.15	0.43	0.13	0.08	0.09
d, Delay for Lane Group [s/veh]	31.43	19.70	19.70	22.58	20.09	48.73	9.52	12.52	12.56
Lane Group LOS	C	B	B	C	C	D	A	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.35	0.79	0.78	0.84	1.17	0.56	1.15	0.82	0.82
50th-Percentile Queue Length [ft/ln]	208.65	19.85	19.49	21.07	29.33	13.94	28.72	20.50	20.59
95th-Percentile Queue Length [veh/ln]	13.08	1.43	1.40	1.52	2.11	1.00	2.07	1.48	1.48
95th-Percentile Queue Length [ft/ln]	327.10	35.74	35.09	37.93	52.80	25.09	51.70	36.90	37.06

Movement, Approach, & Intersection Results

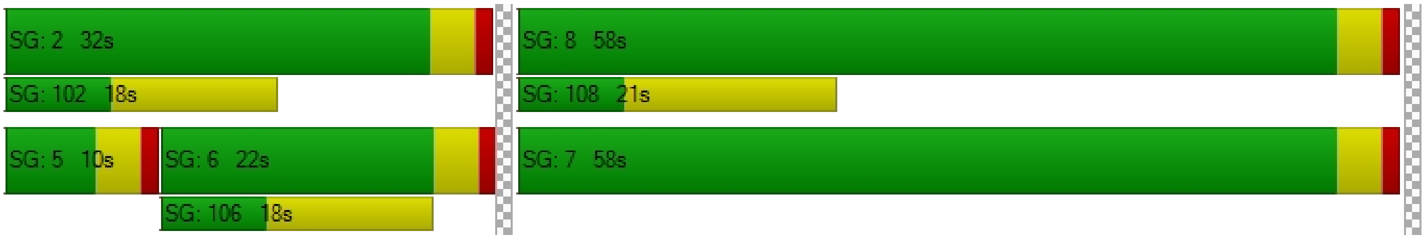
d_M, Delay for Movement [s/veh]	31.43	19.70	19.70	22.58	0.00	20.09	48.73	9.52	0.00	0.00	12.54	12.56
Movement LOS	C	B	B	C		C	D	A			B	B
d_A, Approach Delay [s/veh]	28.87			21.09			12.64			12.54		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	21.43											
Intersection LOS	C											
Intersection V/C	0.434											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	2.256	2.000	0.000	2.347
Crosswalk LOS	B	A	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.406	1.560	1.788	1.683
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.821

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	209	1021	0	0	2808	338	0	0	0	700	0	896
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	209	1021	0	0	2808	338	0	0	0	700	0	896
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	255	0	0	702	85	0	0	0	175	0	224
Total Analysis Volume [veh/h]	209	1021	0	0	2808	338	0	0	0	700	0	896
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	21	39	0	0	18	0	0	0	0	51	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	48	32	32		34	34
g / C, Green / Cycle	0.14	0.53	0.35	0.35		0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.12	0.20	0.28	0.21		0.20	0.32
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	247	2720	3575	558		1304	1061
d1, Uniform Delay [s]	37.84	12.22	26.19	24.09		21.90	25.63
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	7.76	0.40	1.81	4.83		0.34	1.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.38	0.79	0.61		0.54	0.84
d, Delay for Lane Group [s/veh]	45.60	12.62	28.00	28.93		22.25	27.57
Lane Group LOS	D	B	C	C		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.95	3.83	8.92	6.47		5.63	8.63
50th-Percentile Queue Length [ft/ln]	123.77	95.76	222.93	161.87		140.84	215.79
95th-Percentile Queue Length [veh/ln]	8.60	6.89	13.81	10.65		9.53	13.45
95th-Percentile Queue Length [ft/ln]	215.00	172.37	345.36	266.19		238.16	336.24

Movement, Approach, & Intersection Results

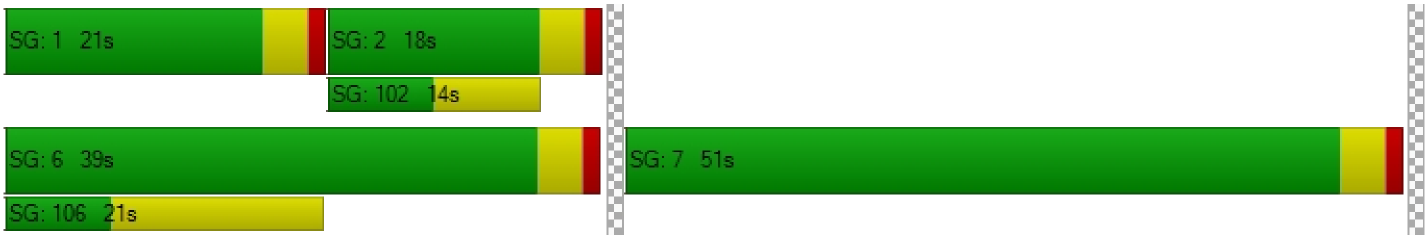
d_M, Delay for Movement [s/veh]	45.60	12.62	0.00	0.00	28.00	28.93	0.00	0.00	0.00	22.25	0.00	27.57
Movement LOS	D	B			C	C				C		C
d_A, Approach Delay [s/veh]	18.22			28.10			0.00			25.24		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	25.30											
Intersection LOS	C											
Intersection V/C	0.821											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.956	2.611
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	311	0	1044
d_b, Bicycle Delay [s]	16.82	32.10	45.01	10.28
I_b,int, Bicycle LOS Score for Intersection	2.236	2.425	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	34.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.985

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑ ↑ ↱ ↱			↰ ↰ ↰ ↑ ↑ ↑			↰ ↰ ↱ ↱					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1030	1287	1761	1894	0	222	0	374	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1030	1287	1761	1894	0	222	0	374	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	258	322	440	474	0	56	0	94	0	0	0
Total Analysis Volume [veh/h]	0	1030	1287	1761	1894	0	222	0	374	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	49	0	42	91	0	19	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	110	110	110	110	110	110	110	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	45	45	45	38	87	15	15	
g / C, Green / Cycle	0.41	0.41	0.41	0.35	0.79	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.40	0.40	0.34	0.37	0.06	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2083	650	650	1792	4027	473	384	
d1, Uniform Delay [s]	24.08	32.28	32.28	35.68	3.84	43.80	47.27	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.84	32.96	32.96	6.69	0.40	0.73	15.81	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.49	0.99	0.99	0.98	0.47	0.47	0.97	
d, Delay for Lane Group [s/veh]	24.93	65.24	65.24	42.37	4.23	44.53	63.08	
Lane Group LOS	C	E	E	D	A	D	E	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.69	22.36	22.36	16.32	3.67	2.83	5.91	
50th-Percentile Queue Length [ft/ln]	167.30	558.90	558.90	407.99	91.85	70.87	147.80	
95th-Percentile Queue Length [veh/ln]	10.93	30.11	30.11	22.94	6.61	5.10	9.90	
95th-Percentile Queue Length [ft/ln]	273.36	752.76	752.76	573.62	165.33	127.57	247.49	

Movement, Approach, & Intersection Results

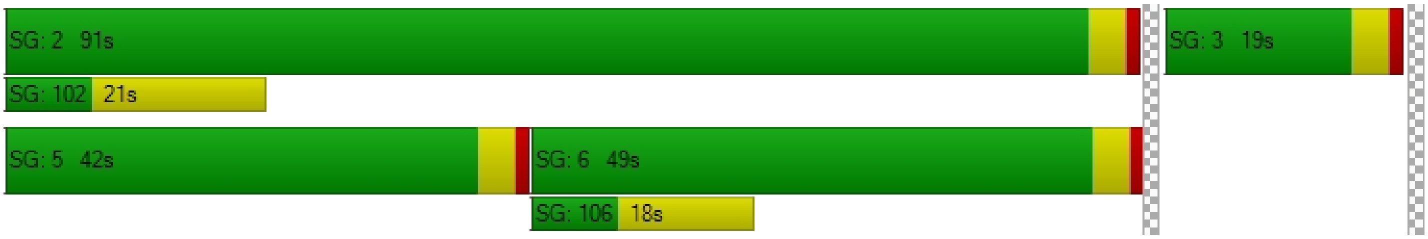
d_M, Delay for Movement [s/veh]	0.00	24.93	65.24	42.37	4.23	0.00	44.53	0.00	63.08	0.00	0.00	0.00
Movement LOS		C	E	D	A		D		E			
d_A, Approach Delay [s/veh]	47.32			22.61			56.17			0.00		
Approach LOS	D			C			E			A		
d_I, Intersection Delay [s/veh]	34.37											
Intersection LOS	C											
Intersection V/C	0.985											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	44.55	44.55
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.426	2.940
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	818	1582	273	0
d_b, Bicycle Delay [s]	19.20	2.40	41.02	55.00
I_b,int, Bicycle LOS Score for Intersection	2.515	3.570	1.560	4.132
Bicycle LOS	B	D	A	D

Sequence

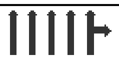
Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.409

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	1790	220	0	2497	9	0	0	39	142	84	809
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1790	220	0	2497	9	0	0	39	142	84	809
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	448	55	0	624	2	0	0	10	36	21	202
Total Analysis Volume [veh/h]	0	1790	220	0	2497	9	0	0	39	142	84	809
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	62	0	0	62	0	0	0	13	0	15	15
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	64	64	64	4	10	10	10	78
g / C, Green / Cycle	0.71	0.71	0.71	0.04	0.11	0.11	0.11	0.87
(v / s)_i Volume / Saturation Flow Rate	0.26	0.30	0.27	0.01	0.04	0.04	0.05	0.29
s, saturation flow rate [veh/h]	6792	6792	1864	2813	1781	1788	1702	2813
c, Capacity [veh/h]	4839	4839	1328	119	199	200	191	2445
d1, Uniform Delay [s]	5.05	5.28	5.09	41.88	37.04	37.04	37.20	1.09
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	0.26	0.82	1.59	1.15	1.14	1.40	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.41	0.38	0.33	0.37	0.37	0.41	0.33
d, Delay for Lane Group [s/veh]	5.27	5.54	5.91	43.47	38.19	38.18	38.60	1.45
Lane Group LOS	A	A	A	D	D	D	D	A
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.68	3.14	3.24	0.44	1.56	1.56	1.65	0.34
50th-Percentile Queue Length [ft/ln]	66.94	78.41	81.01	11.07	38.91	39.06	41.19	8.56
95th-Percentile Queue Length [veh/ln]	4.82	5.65	5.83	0.80	2.80	2.81	2.97	0.62
95th-Percentile Queue Length [ft/ln]	120.50	141.13	145.82	19.93	70.03	70.30	74.15	15.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	5.27	0.00	0.00	5.62	5.91	0.00	0.00	43.47	38.19	38.57	1.45
Movement LOS		A			A	A			D	D	D	A
d_A, Approach Delay [s/veh]	5.27			5.62			43.47			9.50		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	6.53											
Intersection LOS	A											
Intersection V/C	0.409											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.163	2.621
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1289	1289	200	244
d_b, Bicycle Delay [s]	5.70	5.70	36.46	34.68
I_b,int, Bicycle LOS Score for Intersection	2.298	2.387	1.560	2.413
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.515

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	139	1299	1177	1083	713	603
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	1299	1177	1083	713	603
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	35	325	294	271	178	0
Total Analysis Volume [veh/h]	139	1299	1177	1083	713	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	40	62	22	0	28	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	66	53	16
g / C, Green / Cycle	0.10	0.74	0.59	0.17
(v / s)_i Volume / Saturation Flow Rate	0.08	0.19	0.23	0.14
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	177	5004	3021	905
d1, Uniform Delay [s]	39.62	3.86	9.70	35.58
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.51	0.13	0.38	1.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.26	0.39	0.79
d, Delay for Lane Group [s/veh]	47.13	3.98	10.08	37.15
Lane Group LOS	D	A	B	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.33	1.53	3.82	5.03
50th-Percentile Queue Length [ft/ln]	83.28	38.18	95.50	125.67
95th-Percentile Queue Length [veh/ln]	6.00	2.75	6.88	8.70
95th-Percentile Queue Length [ft/ln]	149.90	68.72	171.90	217.60

Movement, Approach, & Intersection Results

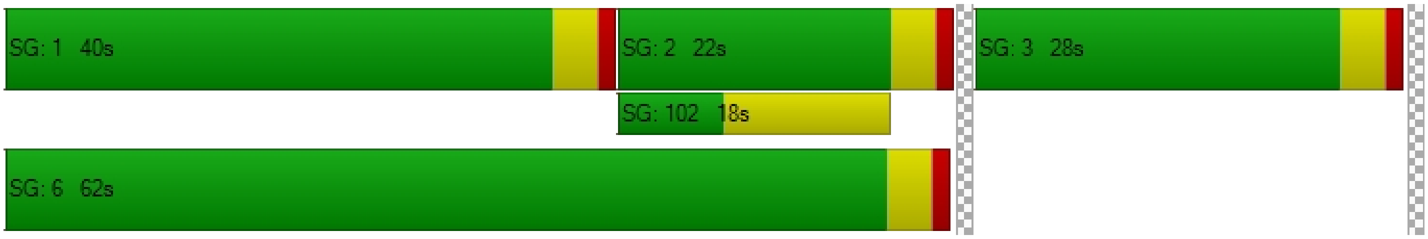
d_M, Delay for Movement [s/veh]	47.13	3.98	10.08	0.00	37.15	0.00
Movement LOS	D	A	B		D	
d_A, Approach Delay [s/veh]	8.15		10.08		37.15	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	15.05					
Intersection LOS	B					
Intersection V/C	0.515					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.591
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1289	400	533
d_b, Bicycle Delay [s]	5.70	28.81	24.21
I_b,int, Bicycle LOS Score for Intersection	2.153	2.207	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑			↑↑↱						↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	186	388	0	0	1089	111	0	0	0	202	0	564
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	186	388	0	0	1089	111	0	0	0	202	0	564
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	97	0	0	272	28	0	0	0	51	0	141
Total Analysis Volume [veh/h]	186	388	0	0	1089	111	0	0	0	202	0	564
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	24	38	0	0	14	0	0	0	0	52	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	11	61	45	45		21	21
g / C, Green / Cycle	0.13	0.67	0.50	0.50		0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.10	0.11	0.22	0.22		0.11	0.20
s, saturation flow rate [veh/h]	1781	3560	3560	1783		1781	2813
c, Capacity [veh/h]	225	2396	1788	895		424	670
d1, Uniform Delay [s]	38.37	5.40	14.39	14.38		29.48	32.69
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	7.50	0.15	0.81	1.61		0.83	2.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.16	0.45	0.45		0.48	0.84
d, Delay for Lane Group [s/veh]	45.87	5.55	15.20	16.00		30.31	35.65
Lane Group LOS	D	A	B	B		C	D
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.41	1.20	5.13	5.33		3.78	5.98
50th-Percentile Queue Length [ft/ln]	110.22	29.99	128.26	133.19		94.56	149.50
95th-Percentile Queue Length [veh/ln]	7.85	2.16	8.84	9.11		6.81	9.99
95th-Percentile Queue Length [ft/ln]	196.31	53.99	221.12	227.83		170.21	249.76

Movement, Approach, & Intersection Results

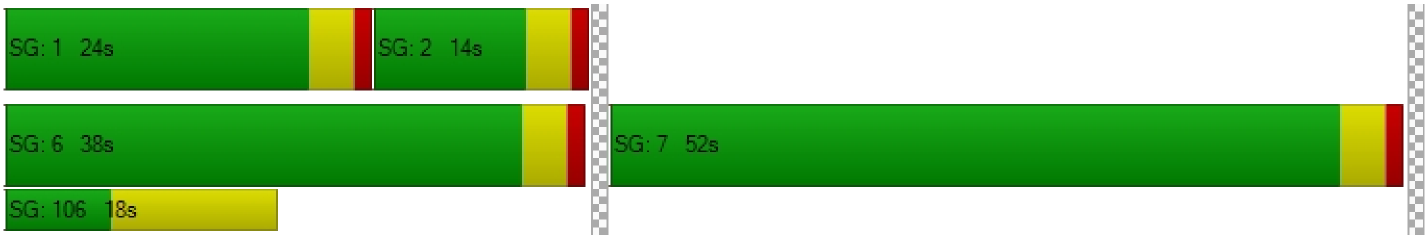
d_M, Delay for Movement [s/veh]	45.87	5.55	0.00	0.00	15.41	16.00	0.00	0.00	0.00	30.31	0.00	35.65
Movement LOS	D	A			B	B				C		D
d_A, Approach Delay [s/veh]	18.61			15.47			0.00			34.24		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	21.84											
Intersection LOS	C											
Intersection V/C	0.611											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.317
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	755	222	0	1066
d_b, Bicycle Delay [s]	17.43	35.57	45.01	9.81
I_b,int, Bicycle LOS Score for Intersection	2.033	2.220	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↱			↰ ↰ ↑ ↑			↰ ✢					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	425	440	676	696	0	140	1	237	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	425	440	676	696	0	140	1	237	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	106	110	169	174	0	35	0	59	0	0	0
Total Analysis Volume [veh/h]	0	425	440	676	696	0	140	1	237	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	42	60	0	0	35	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	45	45	22	70	17	17	
g / C, Green / Cycle	0.47	0.47	0.23	0.74	0.18	0.18	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.28	0.20	0.20	0.08	0.15	
s, saturation flow rate [veh/h]	1870	1589	3459	3560	1781	1590	
c, Capacity [veh/h]	876	745	794	2636	313	279	
d1, Uniform Delay [s]	17.36	18.55	35.06	3.98	35.05	37.98	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.92	3.42	2.70	0.24	1.00	7.25	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.48	0.59	0.85	0.26	0.45	0.85	
d, Delay for Lane Group [s/veh]	19.28	21.97	37.76	4.23	36.05	45.22	
Lane Group LOS	B	C	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.59	7.48	7.63	1.81	2.96	5.85	
50th-Percentile Queue Length [ft/ln]	164.76	187.06	190.77	45.15	73.89	146.15	
95th-Percentile Queue Length [veh/ln]	10.80	11.97	12.16	3.25	5.32	9.81	
95th-Percentile Queue Length [ft/ln]	270.01	299.21	304.03	81.27	133.01	245.28	

Movement, Approach, & Intersection Results

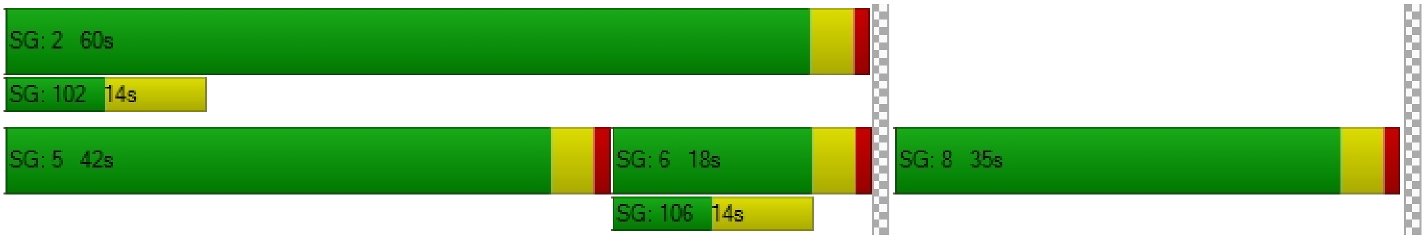
d_M, Delay for Movement [s/veh]	0.00	19.28	21.97	37.76	4.23	0.00	36.05	45.22	45.22	0.00	0.00	0.00
Movement LOS		B	C	D	A		D	D	D			
d_A, Approach Delay [s/veh]	20.65			20.75			41.83			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	23.76											
Intersection LOS	C											
Intersection V/C	0.712											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.065	2.262
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	295	1179	653	0
d_b, Bicycle Delay [s]	34.54	8.01	21.56	47.51
I_b,int, Bicycle LOS Score for Intersection	2.273	2.692	2.183	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	336	0	857	0	1412	1211	0	1820	703
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	336	0	857	0	1412	1211	0	1820	703
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	84	0	214	0	353	303	0	455	176
Total Analysis Volume [veh/h]	0	0	0	336	0	857	0	1412	1211	0	1820	703
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	45	0	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		56	56	56	56
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		21	21	27	27
g / C, Green / Cycle		0.38	0.38	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate		0.10	0.30	0.28	0.36
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1301	1058	2452	2452
d1, Uniform Delay [s]		12.10	15.71	10.44	11.75
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.10	1.54	0.22	0.45
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.26	0.81	0.58	0.74
d, Delay for Lane Group [s/veh]		12.21	17.25	10.66	12.20
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		1.29	4.43	3.42	4.99
50th-Percentile Queue Length [ft/ln]		32.22	110.80	85.48	124.72
95th-Percentile Queue Length [veh/ln]		2.32	7.88	6.15	8.65
95th-Percentile Queue Length [ft/ln]		58.00	197.11	153.86	216.30

Movement, Approach, & Intersection Results

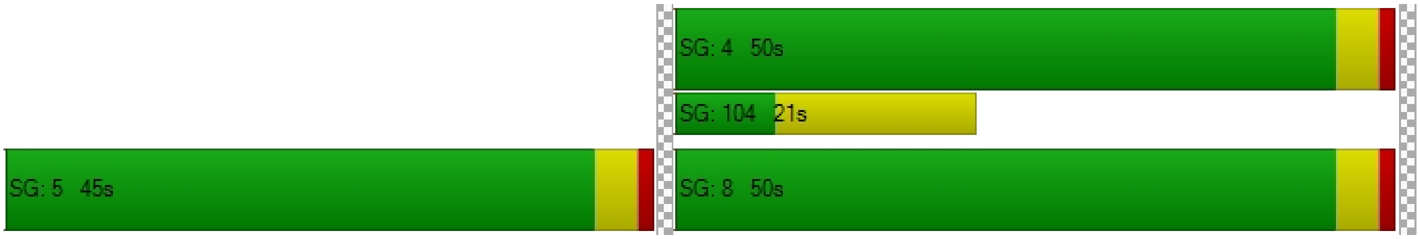
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	12.21	0.00	17.25	0.00	10.66	0.00	0.00	12.20	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			15.83			10.66			12.20		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	12.69											
Intersection LOS	B											
Intersection V/C	0.772											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	18.07	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.506	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1465	1644	1644
d_b, Bicycle Delay [s]	27.99	2.00	0.89	0.89
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.336	2.561
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	763	0	496	0	0	0	0	845	886	0	1767	1251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	763	0	496	0	0	0	0	845	886	0	1767	1251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	191	0	124	0	0	0	0	211	222	0	442	313
Total Analysis Volume [veh/h]	763	0	496	0	0	0	0	845	886	0	1767	1251
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	42	0	0	0	0	0	0	63	0	0	63	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	45		45	45
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	13		24	24
g / C, Green / Cycle	0.30		0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.22		0.24	0.35
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1030		1876	2684
d1, Uniform Delay [s]	14.44		6.69	7.82
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.07		0.17	0.28
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.74		0.45	0.66
d, Delay for Lane Group [s/veh]	15.51		6.86	8.09
Lane Group LOS	B		A	A
Critical Lane Group	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	3.08		1.75	2.85
50th-Percentile Queue Length [ft/ln]	77.12		43.82	71.27
95th-Percentile Queue Length [veh/ln]	5.55		3.16	5.13
95th-Percentile Queue Length [ft/ln]	138.82		78.88	128.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.51	0.00	0.00	0.00	0.00	0.00	0.00	6.86	0.00	0.00	8.09	0.00
Movement LOS	B							A			A	
d_A, Approach Delay [s/veh]	15.51			0.00			6.86			8.09		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	9.46											
Intersection LOS	A											
Intersection V/C	0.689											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	13.05
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.838
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1673	0	2597	2597
d_b, Bicycle Delay [s]	0.61	22.72	2.03	2.03
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	2.257	2.531
Bicycle LOS	A	D	B	B

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.642

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	543	34	220	32	0	44	49	481	0	0	435	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	543	34	220	32	0	44	49	481	0	0	435	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	136	9	55	8	0	11	12	120	0	0	109	10
Total Analysis Volume [veh/h]	543	34	220	32	0	44	49	481	0	0	435	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	57	0	57	0	0	10	33	0	0	23	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	40	4	42	34	34
g / C, Green / Cycle	0.44	0.44	0.44	0.44	0.44	0.05	0.47	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.40	0.08	0.08	0.03	0.03	0.03	0.14	0.13	0.13
s, saturation flow rate [veh/h]	1362	1655	1589	1125	1589	1781	3560	1870	1818
c, Capacity [veh/h]	661	736	707	508	707	84	1661	701	682
d1, Uniform Delay [s]	24.63	15.05	15.07	17.79	14.28	42.01	14.81	20.14	20.22
k, delay calibration	0.23	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.36	0.11	0.12	0.05	0.04	6.24	0.44	1.30	1.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.17	0.18	0.06	0.06	0.58	0.29	0.34	0.35
d, Delay for Lane Group [s/veh]	29.99	15.16	15.19	17.85	14.31	48.25	15.25	21.44	21.62
Lane Group LOS	C	B	B	B	B	D	B	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	11.35	1.56	1.52	0.42	0.51	1.20	3.00	3.70	3.72
50th-Percentile Queue Length [ft/ln]	283.66	38.98	38.08	10.58	12.64	30.02	75.10	92.48	93.11
95th-Percentile Queue Length [veh/ln]	16.87	2.81	2.74	0.76	0.91	2.16	5.41	6.66	6.70
95th-Percentile Queue Length [ft/ln]	421.77	70.17	68.54	19.04	22.76	54.04	135.18	166.47	167.60

Movement, Approach, & Intersection Results

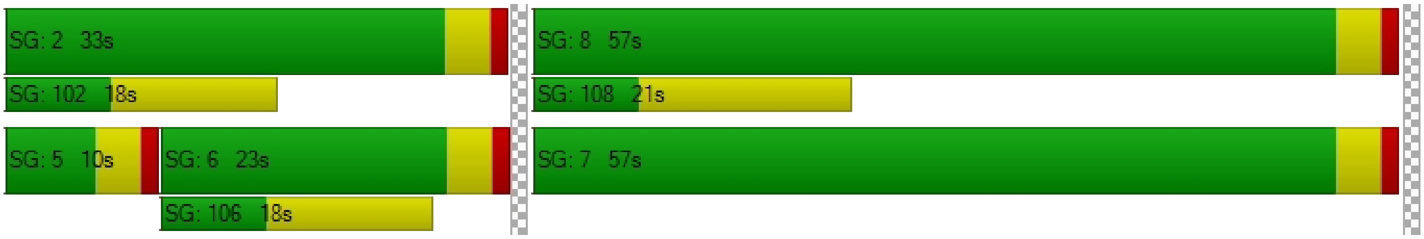
d_M, Delay for Movement [s/veh]	29.99	15.16	15.18	17.85	0.00	14.31	48.25	15.25	0.00	0.00	21.52	21.62
Movement LOS	C	B	B	B		B	D	B			C	C
d_A, Approach Delay [s/veh]	25.27			15.80			18.30			21.53		
Approach LOS	C			B			B			C		
d_I, Intersection Delay [s/veh]	21.97											
Intersection LOS	C											
Intersection V/C	0.642											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.325	2.004	0.000	2.470
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1178	1178	644	422
d_b, Bicycle Delay [s]	7.61	7.61	20.67	28.01
I_b,int, Bicycle LOS Score for Intersection	2.875	1.560	1.997	1.950
Bicycle LOS	C	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	31.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.900

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	260	1536	0	0	2157	303	0	0	0	964	0	1223
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	260	1536	0	0	2157	303	0	0	0	964	0	1223
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	384	0	0	539	76	0	0	0	241	0	306
Total Analysis Volume [veh/h]	260	1536	0	0	2157	303	0	0	0	964	0	1223
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	20	46	0	0	26	0	0	0	0	54	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	16	44	24	24		48	48
g / C, Green / Cycle	0.16	0.44	0.24	0.24		0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.15	0.30	0.21	0.19		0.28	0.43
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	286	2264	2485	388		1645	1338
d1, Uniform Delay [s]	41.27	22.10	36.26	35.32		19.06	24.32
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	10.83	1.66	4.43	14.47		0.33	2.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.68	0.87	0.78		0.59	0.91
d, Delay for Lane Group [s/veh]	52.10	23.76	40.69	49.79		19.40	27.20
Lane Group LOS	D	C	D	D		B	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	7.08	9.55	8.77	8.34		7.88	13.17
50th-Percentile Queue Length [ft/ln]	177.10	238.70	219.26	208.49		197.07	329.28
95th-Percentile Queue Length [veh/ln]	11.45	14.62	13.63	13.08		12.49	19.12
95th-Percentile Queue Length [ft/ln]	286.22	365.39	340.68	326.89		312.19	478.08

Movement, Approach, & Intersection Results

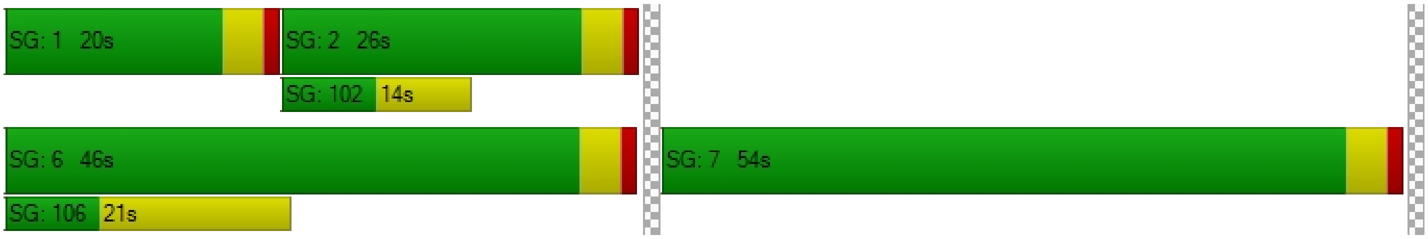
d_M, Delay for Movement [s/veh]	52.10	23.76	0.00	0.00	40.69	49.79	0.00	0.00	0.00	19.40	0.00	27.20
Movement LOS	D	C			D	D				B		C
d_A, Approach Delay [s/veh]	27.86			41.81			0.00			23.76		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	31.80											
Intersection LOS	C											
Intersection V/C	0.900											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.977	2.731
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	840	440	0	1000
d_b, Bicycle Delay [s]	16.82	30.42	50.00	12.50
I_b,int, Bicycle LOS Score for Intersection	2.547	2.236	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1324	740	1191	1874	0	357	0	412	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1324	740	1191	1874	0	357	0	412	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	331	185	298	469	0	89	0	103	0	0	0
Total Analysis Volume [veh/h]	0	1324	740	1191	1874	0	357	0	412	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	22	0	46	68	0	27	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	95	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	40	40	40	26	70	17	17	
g / C, Green / Cycle	0.42	0.42	0.42	0.28	0.74	0.18	0.18	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.26	0.26	0.23	0.37	0.10	0.15	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2120	661	661	1447	3755	618	503	
d1, Uniform Delay [s]	21.40	21.88	21.88	32.06	5.19	35.74	37.55	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.19	4.40	4.40	1.23	0.48	0.86	3.38	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.58	0.62	0.62	0.82	0.50	0.58	0.82	
d, Delay for Lane Group [s/veh]	22.59	26.29	26.29	33.29	5.67	36.60	40.93	
Lane Group LOS	C	C	C	C	A	D	D	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.06	7.79	7.79	8.49	4.17	3.82	4.77	
50th-Percentile Queue Length [ft/ln]	176.53	194.77	194.77	212.15	104.17	95.38	119.32	
95th-Percentile Queue Length [veh/ln]	11.42	12.37	12.37	13.26	7.50	6.87	8.36	
95th-Percentile Queue Length [ft/ln]	285.48	309.21	309.21	331.58	187.50	171.69	208.89	

Movement, Approach, & Intersection Results

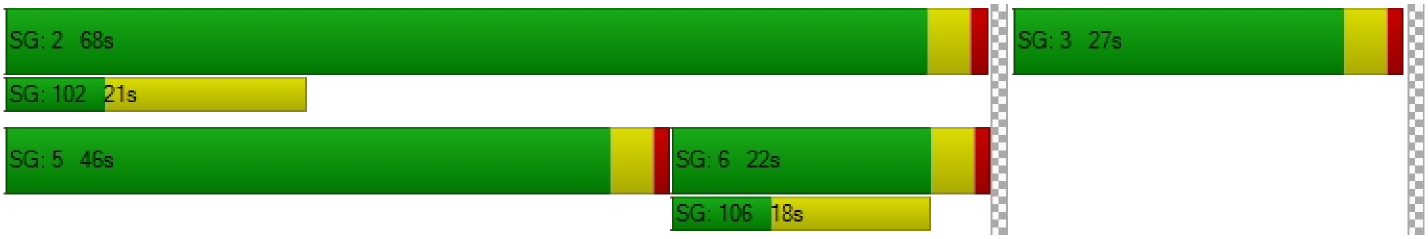
d_M, Delay for Movement [s/veh]	0.00	22.59	26.29	33.29	5.67	0.00	36.60	0.00	40.93	0.00	0.00	0.00
Movement LOS		C	C	C	A		D		D			
d_A, Approach Delay [s/veh]	24.07			16.40			38.92			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	22.02											
Intersection LOS	C											
Intersection V/C	0.728											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.452	2.570
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	379	1347	484	0
d_b, Bicycle Delay [s]	31.21	5.06	27.29	47.51
I_b,int, Bicycle LOS Score for Intersection	2.411	3.245	1.560	4.132
Bicycle LOS	B	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.729

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	2600	211	0	2732	23	0	0	223	422	352	1468
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2600	211	0	2732	23	0	0	223	422	352	1468
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	650	53	0	683	6	0	0	56	106	88	367
Total Analysis Volume [veh/h]	0	2600	211	0	2732	23	0	0	223	422	352	1468
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	34	0	0	34	0	0	0	38	0	23	23
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	54	54	54	10	19	19	19	77
g / C, Green / Cycle	0.57	0.57	0.57	0.10	0.20	0.20	0.20	0.81
(v / s)_i Volume / Saturation Flow Rate	0.38	0.32	0.30	0.08	0.14	0.14	0.15	0.52
s, saturation flow rate [veh/h]	6792	6792	1856	2813	1781	1812	1702	2813
c, Capacity [veh/h]	3860	3860	1055	294	358	364	342	2282
d1, Uniform Delay [s]	14.35	13.11	12.59	41.39	35.50	35.40	35.78	3.54
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.96	0.62	1.85	3.99	2.76	2.55	3.40	1.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.57	0.52	0.76	0.72	0.71	0.76	0.64
d, Delay for Lane Group [s/veh]	15.30	13.73	14.44	45.38	38.26	37.95	39.19	4.95
Lane Group LOS	B	B	B	D	D	D	D	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	9.19	7.09	7.19	2.68	5.77	5.74	5.86	3.65
50th-Percentile Queue Length [ft/ln]	229.82	177.18	179.77	66.95	144.2	143.5	146.6	91.16
95th-Percentile Queue Length [veh/ln]	14.17	11.45	11.59	4.82	9.71	9.67	9.84	6.56
95th-Percentile Queue Length [ft/ln]	354.13	286.34	289.72	120.50	242.7	241.7	245.9	164.0

Movement, Approach, & Intersection Results

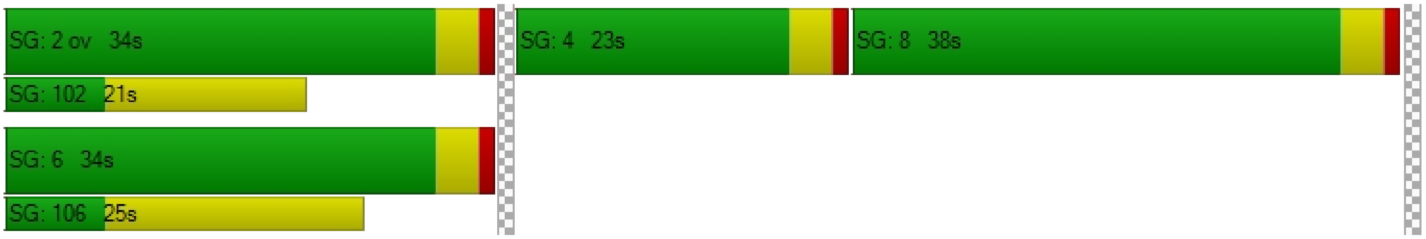
d_M, Delay for Movement [s/veh]	0.00	15.30	0.00	0.00	13.86	14.44	0.00	0.00	45.38	38.26	38.86	4.95
Movement LOS		B			B	B			D	D	D	A
d_A, Approach Delay [s/veh]	15.30			13.87			45.38			16.52		
Approach LOS	B			B			D			B		
d_I, Intersection Delay [s/veh]	16.00											
Intersection LOS	B											
Intersection V/C	0.729											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.15	37.15
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.279	2.819
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	631	631	716	400
d_b, Bicycle Delay [s]	22.25	22.25	19.60	30.41
I_b,int, Bicycle LOS Score for Intersection	2.632	2.469	1.560	3.409
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	17.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	150	1835	1784	1129	998	381
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	1835	1784	1129	998	381
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	38	459	446	282	250	0
Total Analysis Volume [veh/h]	150	1835	1784	1129	998	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	25	47	22	0	43	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	60	47	22
g / C, Green / Cycle	0.10	0.67	0.52	0.24
(v / s)_i Volume / Saturation Flow Rate	0.08	0.27	0.35	0.19
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	187	4555	2654	1247
d1, Uniform Delay [s]	39.36	6.69	15.89	32.16
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.67	0.27	1.38	1.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.40	0.67	0.80
d, Delay for Lane Group [s/veh]	47.03	6.96	17.27	33.39
Lane Group LOS	D	A	B	C
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.59	3.45	8.65	6.78
50th-Percentile Queue Length [ft/ln]	89.83	86.13	216.24	169.48
95th-Percentile Queue Length [veh/ln]	6.47	6.20	13.47	11.05
95th-Percentile Queue Length [ft/ln]	161.69	155.04	336.82	276.23

Movement, Approach, & Intersection Results

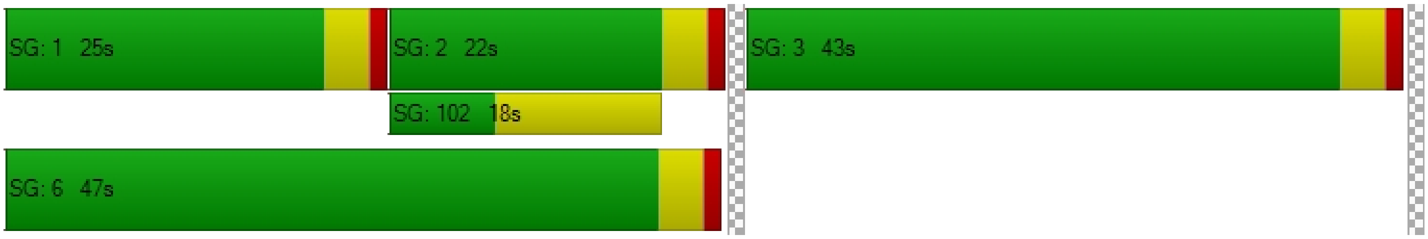
d_M, Delay for Movement [s/veh]	47.03	6.96	17.27	0.00	33.39	0.00
Movement LOS	D	A	B		C	
d_A, Approach Delay [s/veh]	9.98		17.27		33.39	
Approach LOS	A		B		C	
d_I, Intersection Delay [s/veh]	17.61					
Intersection LOS	B					
Intersection V/C	0.723					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.639
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	955	400	866
d_b, Bicycle Delay [s]	12.28	28.81	14.46
I_b,int, Bicycle LOS Score for Intersection	2.378	2.541	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	51.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.004

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑			↑ ↑ ↱						↰ ↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	176	686	0	0	1195	173	0	0	0	472	0	1532
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	686	0	0	1195	173	0	0	0	472	0	1532
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	172	0	0	299	43	0	0	0	118	0	383
Total Analysis Volume [veh/h]	176	686	0	0	1195	173	0	0	0	472	0	1532
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	13	47	0	0	34	0	0	0	0	73	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	9	44	31	31		68	68
g / C, Green / Cycle	0.08	0.37	0.26	0.26		0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.10	0.19	0.26	0.26		0.27	0.54
s, saturation flow rate [veh/h]	1781	3560	3560	1753		1781	2813
c, Capacity [veh/h]	135	1307	919	452		1008	1593
d1, Uniform Delay [s]	55.42	29.75	44.38	44.49		15.35	24.77
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	148.64	1.51	28.01	44.44		0.34	4.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	1.30	0.52	0.99	1.01		0.47	0.96
d, Delay for Lane Group [s/veh]	204.06	31.26	72.40	88.93		15.69	29.57
Lane Group LOS	F	C	E	F		B	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	9.64	8.01	16.96	18.89		7.52	20.50
50th-Percentile Queue Length [ft/ln]	241.09	200.37	424.09	472.32		187.94	512.51
95th-Percentile Queue Length [veh/ln]	16.00	12.66	23.72	26.16		12.01	27.93
95th-Percentile Queue Length [ft/ln]	400.10	316.44	592.96	653.95		300.35	698.14

Movement, Approach, & Intersection Results

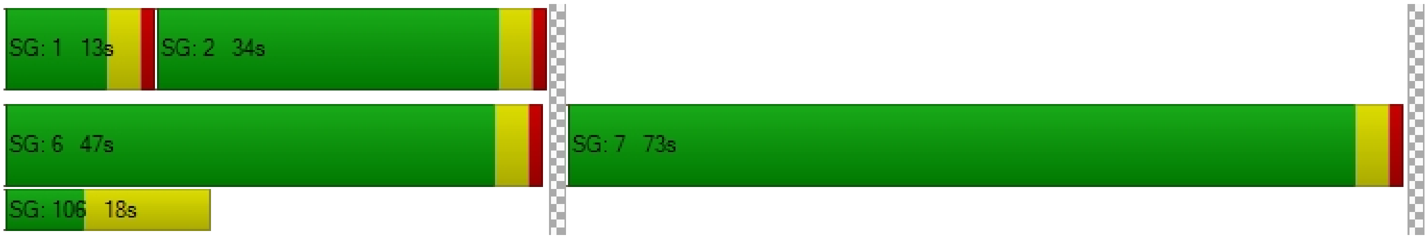
d_M, Delay for Movement [s/veh]	204.06	31.26	0.00	0.00	76.31	88.93	0.00	0.00	0.00	15.69	0.00	29.57
Movement LOS	F	C			E	F				B		C
d_A, Approach Delay [s/veh]	66.55			77.91			0.00			26.30		
Approach LOS	E			E			A			C		
d_I, Intersection Delay [s/veh]	51.17											
Intersection LOS	D											
Intersection V/C	1.004											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.49
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.633
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	500	0	1150
d_b, Bicycle Delay [s]	24.69	33.73	59.98	10.83
I_b,int, Bicycle LOS Score for Intersection	2.271	2.312	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	656	198	688	986	0	214	1	186	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	656	198	688	986	0	214	1	186	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	164	50	172	247	0	54	0	47	0	0	0
Total Analysis Volume [veh/h]	0	656	198	688	986	0	214	1	186	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	30	0	42	72	0	0	18	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	44	44	21	69	13	13	
g / C, Green / Cycle	0.49	0.49	0.24	0.77	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.25	0.20	0.28	0.12	0.12	
s, saturation flow rate [veh/h]	1870	1729	3459	3560	1781	1593	
c, Capacity [veh/h]	917	847	814	2742	251	225	
d1, Uniform Delay [s]	15.16	15.54	32.86	3.29	37.69	37.70	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.70	2.14	2.52	0.37	7.42	8.35	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.47	0.50	0.85	0.36	0.84	0.84	
d, Delay for Lane Group [s/veh]	16.86	17.67	35.38	3.66	45.11	46.05	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.88	6.09	7.26	2.09	4.98	4.53	
50th-Percentile Queue Length [ft/ln]	147.11	152.24	181.48	52.25	124.46	113.14	
95th-Percentile Queue Length [veh/ln]	9.86	10.14	11.68	3.76	8.64	8.01	
95th-Percentile Queue Length [ft/ln]	246.56	253.42	291.94	94.05	215.94	200.36	

Movement, Approach, & Intersection Results

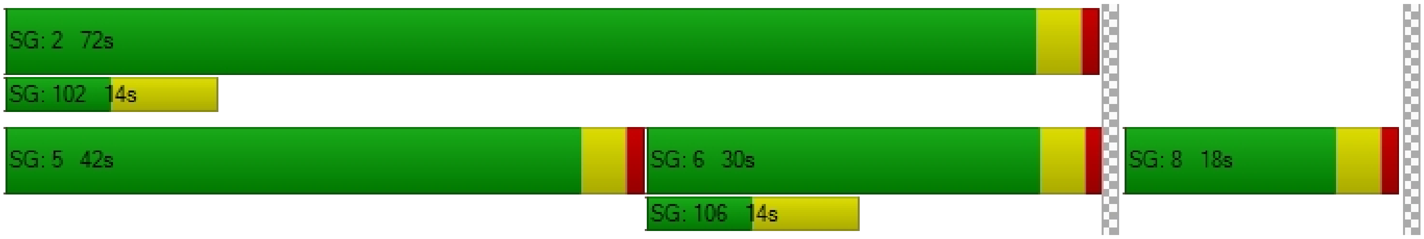
d_M, Delay for Movement [s/veh]	0.00	17.14	17.67	35.38	3.66	0.00	45.16	46.05	46.05	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	17.27			16.70			45.55			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	20.81											
Intersection LOS	C											
Intersection V/C	0.652											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.070	2.147
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	1511	311	0
d_b, Bicycle Delay [s]	22.77	2.69	32.10	45.01
I_b,int, Bicycle LOS Score for Intersection	2.264	2.941	2.221	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E-X

YEAR 2036 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.873

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	1113	0	1077	0	1963	1265	0	1513	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1113	0	1077	0	1963	1265	0	1513	169
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	278	0	269	0	491	316	0	378	42
Total Analysis Volume [veh/h]	0	0	0	1113	0	1077	0	1963	1265	0	1513	169
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	45	0	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		66	66	66	66
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		29	29	30	30
g / C, Green / Cycle		0.43	0.43	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate		0.32	0.38	0.39	0.30
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1501	1221	2270	2270
d1, Uniform Delay [s]		15.72	17.27	16.64	14.55
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.74	2.28	1.07	0.34
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.74	0.88	0.86	0.67
d, Delay for Lane Group [s/veh]		16.46	19.55	17.71	14.89
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		6.37	6.99	8.04	5.34
50th-Percentile Queue Length [ft/ln]		159.15	174.80	200.99	133.44
95th-Percentile Queue Length [veh/ln]		10.50	11.33	12.69	9.13
95th-Percentile Queue Length [ft/ln]		262.59	283.21	317.25	228.16

Movement, Approach, & Intersection Results

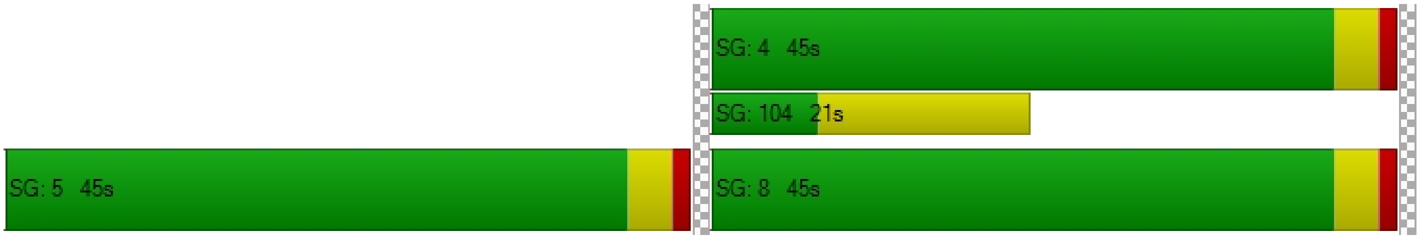
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	16.46	0.00	19.55	0.00	17.71	0.00	0.00	14.89	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			17.98			17.71			14.89		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	17.06											
Intersection LOS	B											
Intersection V/C	0.873											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	23.13	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.710	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1234	1234	1234
d_b, Bicycle Delay [s]	33.22	4.87	4.87	4.87
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.639	2.392
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	38.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.985

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	1062	0	1133	0	0	0	0	1945	1135	0	626	283
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1062	0	1133	0	0	0	0	1945	1135	0	626	283
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	266	0	283	0	0	0	0	486	284	0	157	71
Total Analysis Volume [veh/h]	1062	0	1133	0	0	0	0	1945	1135	0	626	283
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	43	0	0	0	0	0	0	47	0	0	47	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	60		60	60
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	22		30	30
g / C, Green / Cycle	0.36		0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.31		0.55	0.12
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1264		1784	2552
d1, Uniform Delay [s]	17.40		14.94	8.50
k, delay calibration	0.11		0.12	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.59		43.30	0.05
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.84		1.09	0.25
d, Delay for Lane Group [s/veh]	18.99		58.24	8.55
Lane Group LOS	B		F	A
Critical Lane Group	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	6.16		20.38	1.30
50th-Percentile Queue Length [ft/ln]	153.92		509.58	32.41
95th-Percentile Queue Length [veh/ln]	10.23		29.60	2.33
95th-Percentile Queue Length [ft/ln]	255.66		739.98	58.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.99	0.00	0.00	0.00	0.00	0.00	0.00	58.24	0.00	0.00	8.55	0.00
Movement LOS	B							F			A	
d_A, Approach Delay [s/veh]	18.99			0.00			58.24			8.55		
Approach LOS	B			A			E			A		
d_I, Intersection Delay [s/veh]	38.20											
Intersection LOS	D											
Intersection V/C	0.985											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	19.92
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.848
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1304	0	1438	1438
d_b, Bicycle Delay [s]	3.62	29.91	2.37	2.37
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	3.164	1.904
Bicycle LOS	A	D	C	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	22.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	401	7	105	55	0	82	22	257	0	0	140	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	401	7	105	55	0	82	22	257	0	0	140	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	2	26	14	0	21	6	64	0	0	35	5
Total Analysis Volume [veh/h]	401	7	105	55	0	82	22	257	0	0	140	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	63	0	63	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	33	33	33	3	54	47	47
g / C, Green / Cycle	0.35	0.35	0.35	0.35	0.35	0.03	0.57	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.30	0.03	0.03	0.04	0.05	0.01	0.07	0.04	0.04
s, saturation flow rate [veh/h]	1316	1620	1589	1281	1589	1781	3560	1870	1794
c, Capacity [veh/h]	511	565	554	469	554	50	2019	929	892
d1, Uniform Delay [s]	30.63	20.88	20.88	23.83	21.24	45.44	9.60	12.55	12.58
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.71	0.08	0.08	0.11	0.12	6.04	0.13	0.18	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.10	0.10	0.12	0.15	0.44	0.13	0.09	0.09
d, Delay for Lane Group [s/veh]	33.34	20.95	20.95	23.94	21.37	51.48	9.73	12.73	12.77
Lane Group LOS	C	C	C	C	C	D	A	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.92	0.85	0.84	0.90	1.26	0.59	1.22	0.91	0.91
50th-Percentile Queue Length [ft/ln]	223.03	21.27	20.88	22.51	31.42	14.77	30.42	22.70	22.79
95th-Percentile Queue Length [veh/ln]	13.82	1.53	1.50	1.62	2.26	1.06	2.19	1.63	1.64
95th-Percentile Queue Length [ft/ln]	345.49	38.28	37.58	40.52	56.56	26.58	54.76	40.85	41.02

Movement, Approach, & Intersection Results

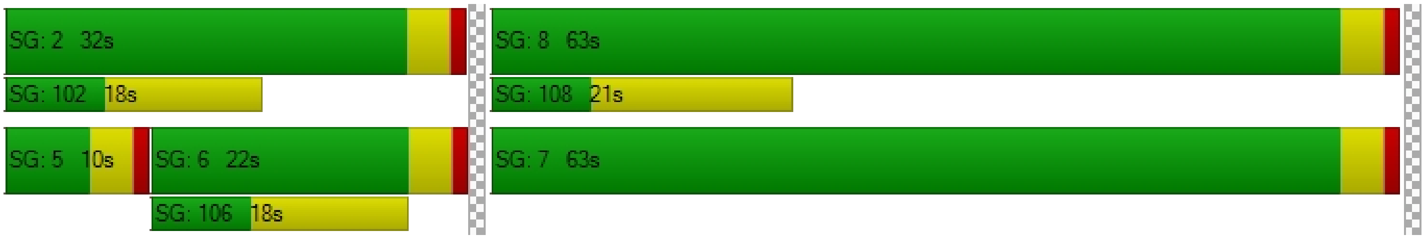
d_M, Delay for Movement [s/veh]	33.34	20.95	20.95	23.94	0.00	21.37	51.48	9.73	0.00	0.00	12.75	12.77
Movement LOS	C	C	C	C		C	D	A			B	B
d_A, Approach Delay [s/veh]	30.63			22.40			13.02			12.75		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	22.47											
Intersection LOS	C											
Intersection V/C	0.431											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	0.00	37.14
I_p,int, Pedestrian LOS Score for Intersection	2.258	2.003	0.000	2.352
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1242	1242	589	379
d_b, Bicycle Delay [s]	6.82	6.82	23.63	31.21
I_b,int, Bicycle LOS Score for Intersection	2.406	1.560	1.790	1.691
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.823

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	209	1024	0	0	2826	338	0	0	0	700	0	896
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	209	1024	0	0	2826	338	0	0	0	700	0	896
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	256	0	0	707	85	0	0	0	175	0	224
Total Analysis Volume [veh/h]	209	1024	0	0	2826	338	0	0	0	700	0	896
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	21	39	0	0	18	0	0	0	0	51	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	48	32	32		34	34
g / C, Green / Cycle	0.14	0.53	0.35	0.35		0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.12	0.20	0.28	0.21		0.20	0.32
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	247	2720	3575	558		1304	1061
d1, Uniform Delay [s]	37.84	12.23	26.25	24.09		21.90	25.63
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	7.76	0.40	1.86	4.83		0.34	1.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.38	0.79	0.61		0.54	0.84
d, Delay for Lane Group [s/veh]	45.60	12.63	28.12	28.93		22.25	27.57
Lane Group LOS	D	B	C	C		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.95	3.84	9.00	6.47		5.63	8.63
50th-Percentile Queue Length [ft/ln]	123.77	96.12	225.06	161.87		140.84	215.79
95th-Percentile Queue Length [veh/ln]	8.60	6.92	13.92	10.65		9.53	13.45
95th-Percentile Queue Length [ft/ln]	215.00	173.01	348.08	266.19		238.16	336.24

Movement, Approach, & Intersection Results

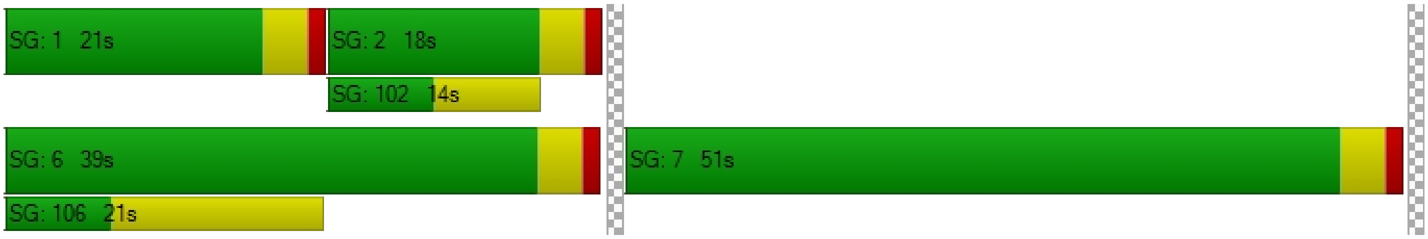
d_M, Delay for Movement [s/veh]	45.60	12.63	0.00	0.00	28.12	28.93	0.00	0.00	0.00	22.25	0.00	27.57
Movement LOS	D	B			C	C				C		C
d_A, Approach Delay [s/veh]	18.22			28.20			0.00			25.24		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	25.36											
Intersection LOS	C											
Intersection V/C	0.823											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.956	2.611
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	311	0	1044
d_b, Bicycle Delay [s]	16.82	32.10	45.01	10.28
I_b,int, Bicycle LOS Score for Intersection	2.238	2.430	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	34.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.985

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1033	1287	1761	1912	0	222	0	374	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1033	1287	1761	1912	0	222	0	374	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	258	322	440	478	0	56	0	94	0	0	0
Total Analysis Volume [veh/h]	0	1033	1287	1761	1912	0	222	0	374	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	50	0	41	91	0	19	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	110	110	110	110	110	110	110	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	46	46	46	37	87	15	15	
g / C, Green / Cycle	0.42	0.42	0.42	0.34	0.79	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.40	0.40	0.34	0.38	0.06	0.13	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2129	664	664	1745	4027	473	384	
d1, Uniform Delay [s]	23.37	31.30	31.30	36.50	3.86	43.80	47.27	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.79	28.02	28.02	12.41	0.40	0.73	15.81	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.49	0.97	0.97	1.01	0.47	0.47	0.97	
d, Delay for Lane Group [s/veh]	24.16	59.32	59.32	48.91	4.26	44.53	63.08	
Lane Group LOS	C	E	E	F	A	D	E	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.59	21.28	21.28	17.24	3.73	2.83	5.91	
50th-Percentile Queue Length [ft/ln]	164.76	531.89	531.89	431.09	93.26	70.87	147.80	
95th-Percentile Queue Length [veh/ln]	10.80	28.84	28.84	24.21	6.71	5.10	9.90	
95th-Percentile Queue Length [ft/ln]	270.01	721.01	721.01	605.14	167.87	127.57	247.49	

Movement, Approach, & Intersection Results

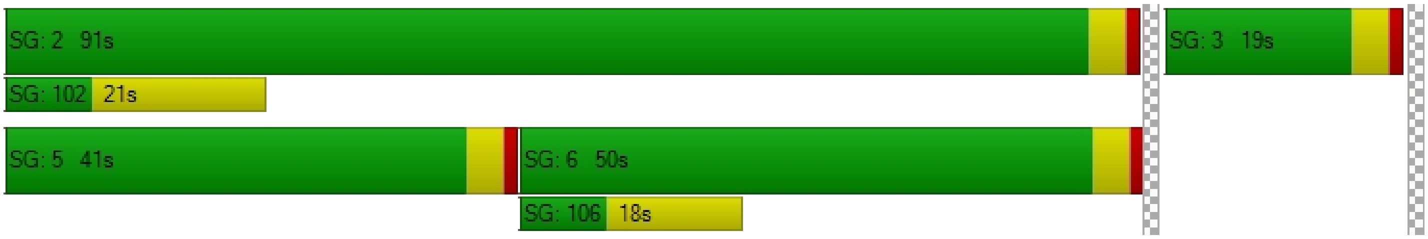
d_M, Delay for Movement [s/veh]	0.00	24.16	59.32	48.91	4.26	0.00	44.53	0.00	63.08	0.00	0.00	0.00
Movement LOS		C	E	F	A		D		E			
d_A, Approach Delay [s/veh]	43.66			25.67			56.17			0.00		
Approach LOS	D			C			E			A		
d_I, Intersection Delay [s/veh]	34.76											
Intersection LOS	C											
Intersection V/C	0.985											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	44.55	44.55
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.426	2.940
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	836	1582	273	0
d_b, Bicycle Delay [s]	18.61	2.40	41.02	55.00
I_b,int, Bicycle LOS Score for Intersection	2.517	3.580	1.560	4.132
Bicycle LOS	B	D	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.443

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	1852	220	0	2838	9	0	0	39	142	84	856
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1852	220	0	2838	9	0	0	39	142	84	856
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	463	55	0	710	2	0	0	10	36	21	214
Total Analysis Volume [veh/h]	0	1852	220	0	2838	9	0	0	39	142	84	856
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	52	0	0	52	0	0	0	10	0	48	48
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	83	83	83	4	11	11	11	98
g / C, Green / Cycle	0.75	0.75	0.75	0.04	0.10	0.10	0.10	0.89
(v / s)_i Volume / Saturation Flow Rate	0.27	0.34	0.31	0.01	0.04	0.04	0.05	0.30
s, saturation flow rate [veh/h]	6792	6792	1865	2813	1781	1788	1702	2813
c, Capacity [veh/h]	5097	5097	1400	107	182	183	174	2501
d1, Uniform Delay [s]	4.71	5.15	4.93	51.59	46.25	46.25	46.45	0.97
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.28	0.88	2.05	1.46	1.45	1.79	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.45	0.41	0.36	0.41	0.41	0.45	0.34
d, Delay for Lane Group [s/veh]	4.91	5.44	5.81	53.64	47.71	47.70	48.24	1.35
Lane Group LOS	A	A	A	D	D	D	D	A
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.08	4.14	4.21	0.55	1.97	1.98	2.09	0.44
50th-Percentile Queue Length [ft/ln]	76.91	103.62	105.28	13.87	49.26	49.45	52.14	10.96
95th-Percentile Queue Length [veh/ln]	5.54	7.46	7.58	1.00	3.55	3.56	3.75	0.79
95th-Percentile Queue Length [ft/ln]	138.43	186.52	189.41	24.96	88.67	89.02	93.85	19.74

Movement, Approach, & Intersection Results

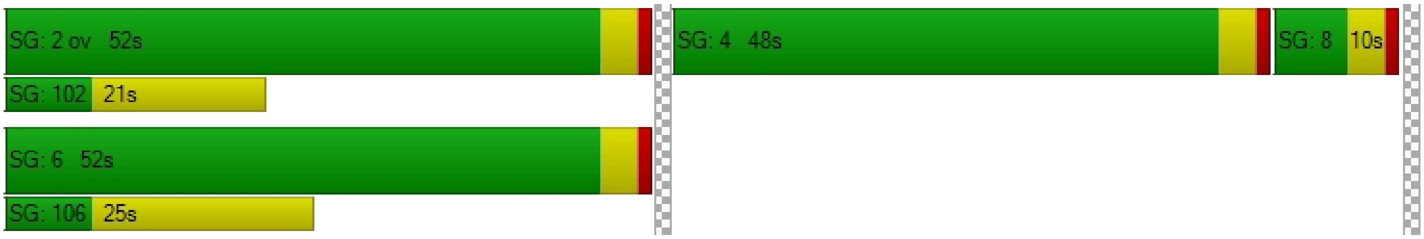
d_M, Delay for Movement [s/veh]	0.00	4.91	0.00	0.00	5.51	5.81	0.00	0.00	53.64	47.71	48.20	1.35
Movement LOS		A			A	A			D	D	D	A
d_A, Approach Delay [s/veh]	4.91			5.51			53.64			11.07		
Approach LOS	A			A			D			B		
d_I, Intersection Delay [s/veh]	6.67											
Intersection LOS	A											
Intersection V/C	0.443											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	44.55	44.55
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.173	2.638
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	873	873	109	800
d_b, Bicycle Delay [s]	17.47	17.47	49.16	19.80
I_b,int, Bicycle LOS Score for Intersection	2.324	2.499	1.560	2.452
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.537

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	139	1313	1226	1232	760	603
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	1313	1226	1232	760	603
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	35	328	307	308	190	0
Total Analysis Volume [veh/h]	139	1313	1226	1232	760	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	36	58	22	0	32	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	65	52	17
g / C, Green / Cycle	0.10	0.72	0.58	0.19
(v / s)_i Volume / Saturation Flow Rate	0.08	0.19	0.24	0.15
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	177	4922	2960	967
d1, Uniform Delay [s]	39.63	4.23	10.40	34.91
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.55	0.13	0.43	1.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.27	0.41	0.79
d, Delay for Lane Group [s/veh]	47.19	4.36	10.83	36.36
Lane Group LOS	D	A	B	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.33	1.67	4.20	5.31
50th-Percentile Queue Length [ft/ln]	83.33	41.79	104.90	132.84
95th-Percentile Queue Length [veh/ln]	6.00	3.01	7.55	9.09
95th-Percentile Queue Length [ft/ln]	150.00	75.22	188.82	227.35

Movement, Approach, & Intersection Results

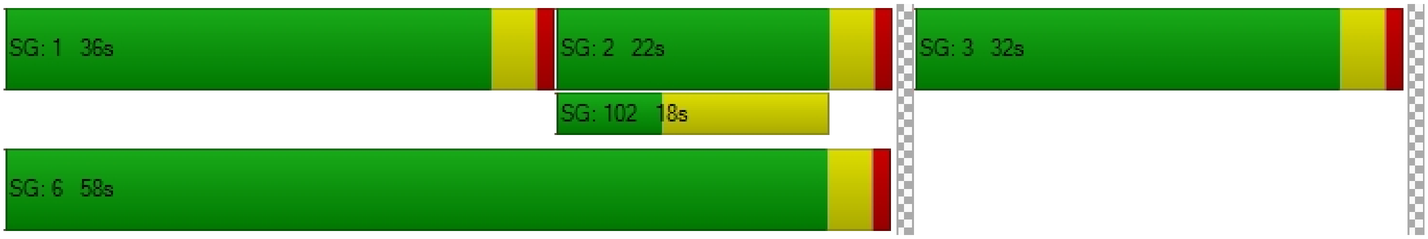
d_M, Delay for Movement [s/veh]	47.19	4.36	10.83	0.00	36.36	0.00
Movement LOS	D	A	B		D	
d_A, Approach Delay [s/veh]	8.46		10.83		36.36	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	15.48					
Intersection LOS	B					
Intersection V/C	0.537					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.598
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	400	622
d_b, Bicycle Delay [s]	7.21	28.81	21.37
I_b,int, Bicycle LOS Score for Intersection	2.159	2.234	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.630

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑			↑↑↱						↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	186	390	0	0	1139	111	0	0	0	202	0	583
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	186	390	0	0	1139	111	0	0	0	202	0	583
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	98	0	0	285	28	0	0	0	51	0	146
Total Analysis Volume [veh/h]	186	390	0	0	1139	111	0	0	0	202	0	583
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	20	34	0	0	14	0	0	0	0	56	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	11	60	45	45		22	22
g / C, Green / Cycle	0.13	0.67	0.50	0.50		0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.10	0.11	0.23	0.23		0.11	0.21
s, saturation flow rate [veh/h]	1781	3560	3560	1786		1781	2813
c, Capacity [veh/h]	224	2371	1765	886		437	690
d1, Uniform Delay [s]	38.45	5.65	14.94	14.93		28.92	32.34
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	7.81	0.15	0.91	1.79		0.76	2.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.16	0.47	0.47		0.46	0.84
d, Delay for Lane Group [s/veh]	46.26	5.80	15.85	16.72		29.68	35.28
Lane Group LOS	D	A	B	B		C	D
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.43	1.25	5.51	5.72		3.74	6.16
50th-Percentile Queue Length [ft/ln]	110.73	31.18	137.65	142.98		93.40	154.03
95th-Percentile Queue Length [veh/ln]	7.88	2.24	9.35	9.64		6.72	10.23
95th-Percentile Queue Length [ft/ln]	197.02	56.12	233.86	241.03		168.12	255.80

Movement, Approach, & Intersection Results

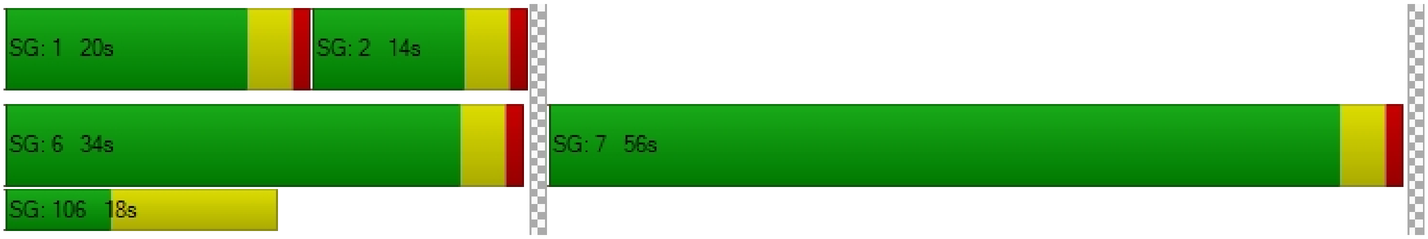
d_M, Delay for Movement [s/veh]	46.26	5.80	0.00	0.00	16.08	16.72	0.00	0.00	0.00	29.68	0.00	35.28
Movement LOS	D	A			B	B				C		D
d_A, Approach Delay [s/veh]	18.86			16.14			0.00			33.84		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	22.06											
Intersection LOS	C											
Intersection V/C	0.630											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.322
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	666	222	0	1155
d_b, Bicycle Delay [s]	20.01	35.57	45.01	8.03
I_b,int, Bicycle LOS Score for Intersection	2.035	2.247	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.725

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	427	440	717	705	0	140	1	237	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	427	440	717	705	0	140	1	237	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	107	110	179	176	0	35	0	59	0	0	0
Total Analysis Volume [veh/h]	0	427	440	717	705	0	140	1	237	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	45	63	0	0	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	43	43	23	70	17	17	
g / C, Green / Cycle	0.46	0.46	0.24	0.74	0.17	0.17	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.28	0.21	0.20	0.08	0.15	
s, saturation flow rate [veh/h]	1870	1589	3459	3560	1781	1590	
c, Capacity [veh/h]	853	725	838	2638	312	278	
d1, Uniform Delay [s]	18.20	19.42	34.40	3.98	35.10	38.03	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.09	3.75	2.64	0.25	1.01	7.40	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.50	0.61	0.86	0.27	0.45	0.86	
d, Delay for Lane Group [s/veh]	20.29	23.17	37.04	4.23	36.11	45.43	
Lane Group LOS	C	C	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.84	7.73	8.05	1.83	2.96	5.86	
50th-Percentile Queue Length [ft/ln]	170.93	193.17	201.17	45.72	73.96	146.51	
95th-Percentile Queue Length [veh/ln]	11.13	12.29	12.70	3.29	5.33	9.83	
95th-Percentile Queue Length [ft/ln]	278.13	307.14	317.47	82.29	133.13	245.76	

Movement, Approach, & Intersection Results

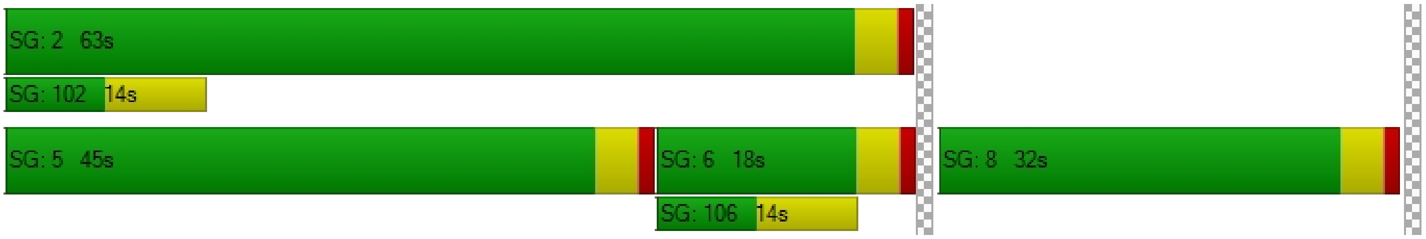
d_M, Delay for Movement [s/veh]	0.00	20.29	23.17	37.04	4.23	0.00	36.11	45.43	45.43	0.00	0.00	0.00
Movement LOS		C	C	D	A		D	D	D			
d_A, Approach Delay [s/veh]	21.75			20.77			41.98			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	24.10											
Intersection LOS	C											
Intersection V/C	0.725											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.065	2.282
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	295	1242	589	0
d_b, Bicycle Delay [s]	34.54	6.83	23.63	47.51
I_b,int, Bicycle LOS Score for Intersection	2.275	2.733	2.183	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	336	0	940	0	1468	1220	0	1867	703
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	336	0	940	0	1468	1220	0	1867	703
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	84	0	235	0	367	305	0	467	176
Total Analysis Volume [veh/h]	0	0	0	336	0	940	0	1468	1220	0	1867	703
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	48	0	0	0	52	0	0	52	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		24	24	28	28
g / C, Green / Cycle		0.40	0.40	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate		0.10	0.33	0.29	0.37
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1373	1117	2393	2393
d1, Uniform Delay [s]		12.09	16.39	11.86	13.32
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.09	1.81	0.26	0.57
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.24	0.84	0.61	0.78
d, Delay for Lane Group [s/veh]		12.18	18.20	12.11	13.90
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		1.35	5.33	4.14	5.96
50th-Percentile Queue Length [ft/ln]		33.75	133.36	103.51	149.06
95th-Percentile Queue Length [veh/ln]		2.43	9.12	7.45	9.97
95th-Percentile Queue Length [ft/ln]		60.75	228.06	186.32	249.17

Movement, Approach, & Intersection Results

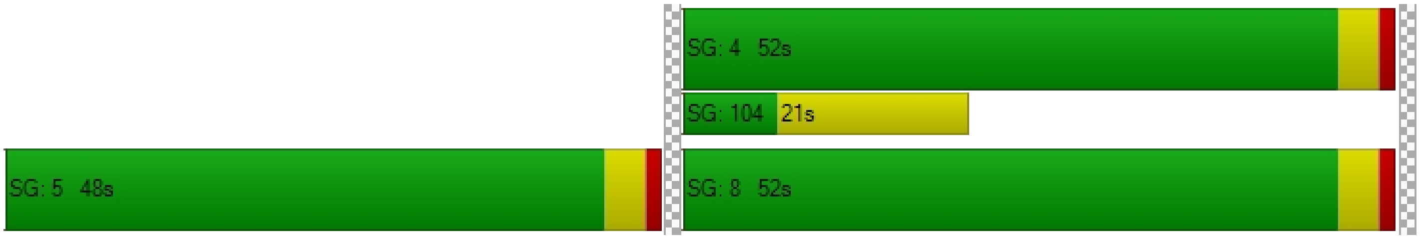
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	12.18	0.00	18.20	0.00	12.11	0.00	0.00	13.90	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			16.62			12.11			13.90		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	14.08											
Intersection LOS	B											
Intersection V/C	0.809											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	19.97	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.526	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1468	1602	1602
d_b, Bicycle Delay [s]	29.96	2.12	1.19	1.19
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.367	2.586
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	788	0	496	0	0	0	0	854	932	0	1790	1251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	788	0	496	0	0	0	0	854	932	0	1790	1251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	197	0	124	0	0	0	0	214	233	0	448	313
Total Analysis Volume [veh/h]	788	0	496	0	0	0	0	854	932	0	1790	1251
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	48	0	0	0	0	0	0	72	0	0	72	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	47		47	47
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	14		25	25
g / C, Green / Cycle	0.30		0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.23		0.24	0.35
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1049		1874	2681
d1, Uniform Delay [s]	14.77		6.93	8.12
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.11		0.17	0.29
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.75		0.46	0.67
d, Delay for Lane Group [s/veh]	15.88		7.11	8.42
Lane Group LOS	B		A	A
Critical Lane Group	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	3.32		1.88	3.08
50th-Percentile Queue Length [ft/ln]	82.90		47.05	77.01
95th-Percentile Queue Length [veh/ln]	5.97		3.39	5.54
95th-Percentile Queue Length [ft/ln]	149.22		84.69	138.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.88	0.00	0.00	0.00	0.00	0.00	0.00	7.11	0.00	0.00	8.42	0.00
Movement LOS	B							A			A	
d_A, Approach Delay [s/veh]	15.88			0.00			7.11			8.42		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	9.80											
Intersection LOS	A											
Intersection V/C	0.699											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	13.69
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.845
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1881	0	2906	2906
d_b, Bicycle Delay [s]	0.08	23.40	4.81	4.81
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	2.264	2.544
Bicycle LOS	A	D	B	B

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.642

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	543	34	220	32	0	44	49	482	0	0	434	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	543	34	220	32	0	44	49	482	0	0	434	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	136	9	55	8	0	11	12	121	0	0	109	10
Total Analysis Volume [veh/h]	543	34	220	32	0	44	49	482	0	0	434	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	57	0	57	0	0	10	33	0	0	23	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	40	4	42	34	34
g / C, Green / Cycle	0.44	0.44	0.44	0.44	0.44	0.05	0.47	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.40	0.08	0.08	0.03	0.03	0.03	0.14	0.13	0.13
s, saturation flow rate [veh/h]	1362	1655	1589	1125	1589	1781	3560	1870	1818
c, Capacity [veh/h]	661	736	707	508	707	84	1661	701	682
d1, Uniform Delay [s]	24.63	15.05	15.07	17.79	14.28	42.01	14.81	20.13	20.21
k, delay calibration	0.23	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.36	0.11	0.12	0.05	0.04	6.24	0.44	1.30	1.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.17	0.18	0.06	0.06	0.58	0.29	0.34	0.35
d, Delay for Lane Group [s/veh]	29.99	15.16	15.19	17.85	14.31	48.25	15.26	21.43	21.61
Lane Group LOS	C	B	B	B	B	D	B	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	11.35	1.56	1.52	0.42	0.51	1.20	3.01	3.69	3.72
50th-Percentile Queue Length [ft/ln]	283.66	38.98	38.08	10.58	12.64	30.02	75.28	92.25	92.88
95th-Percentile Queue Length [veh/ln]	16.87	2.81	2.74	0.76	0.91	2.16	5.42	6.64	6.69
95th-Percentile Queue Length [ft/ln]	421.77	70.17	68.54	19.04	22.76	54.04	135.50	166.06	167.18

Movement, Approach, & Intersection Results

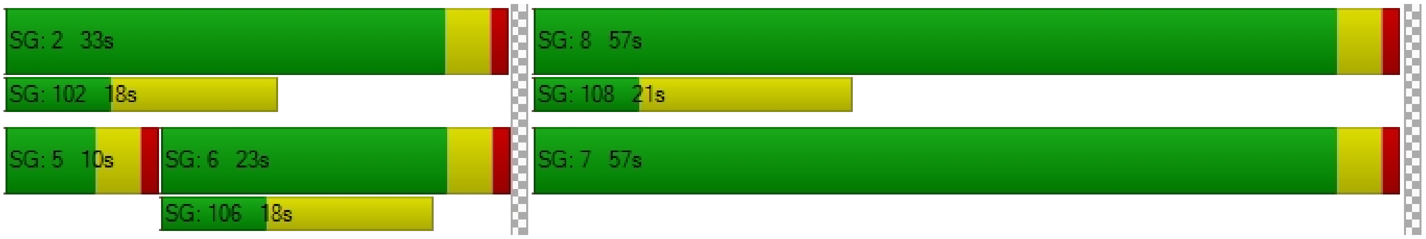
d_M, Delay for Movement [s/veh]	29.99	15.16	15.18	17.85	0.00	14.31	48.25	15.26	0.00	0.00	21.51	21.61
Movement LOS	C	B	B	B		B	D	B			C	C
d_A, Approach Delay [s/veh]	25.27			15.80			18.30			21.52		
Approach LOS	C			B			B			C		
d_I, Intersection Delay [s/veh]	21.97											
Intersection LOS	C											
Intersection V/C	0.642											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.325	2.004	0.000	2.470
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1178	1178	644	422
d_b, Bicycle Delay [s]	7.61	7.61	20.67	28.01
I_b,int, Bicycle LOS Score for Intersection	2.875	1.560	1.998	1.949
Bicycle LOS	C	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	31.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.901

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	260	1542	0	0	2158	303	0	0	0	964	0	1223
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	260	1542	0	0	2158	303	0	0	0	964	0	1223
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	386	0	0	540	76	0	0	0	241	0	306
Total Analysis Volume [veh/h]	260	1542	0	0	2158	303	0	0	0	964	0	1223
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	20	46	0	0	26	0	0	0	0	54	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	16	44	24	24		48	48
g / C, Green / Cycle	0.16	0.44	0.24	0.24		0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.15	0.30	0.21	0.19		0.28	0.43
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	286	2264	2485	388		1645	1338
d1, Uniform Delay [s]	41.27	22.14	36.27	35.32		19.06	24.32
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	10.83	1.68	4.44	14.47		0.33	2.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.68	0.87	0.78		0.59	0.91
d, Delay for Lane Group [s/veh]	52.10	23.82	40.71	49.79		19.40	27.20
Lane Group LOS	D	C	D	D		B	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	7.08	9.60	8.78	8.34		7.88	13.17
50th-Percentile Queue Length [ft/ln]	177.10	240.09	219.42	208.49		197.07	329.28
95th-Percentile Queue Length [veh/ln]	11.45	14.69	13.64	13.08		12.49	19.12
95th-Percentile Queue Length [ft/ln]	286.22	367.15	340.89	326.89		312.19	478.08

Movement, Approach, & Intersection Results

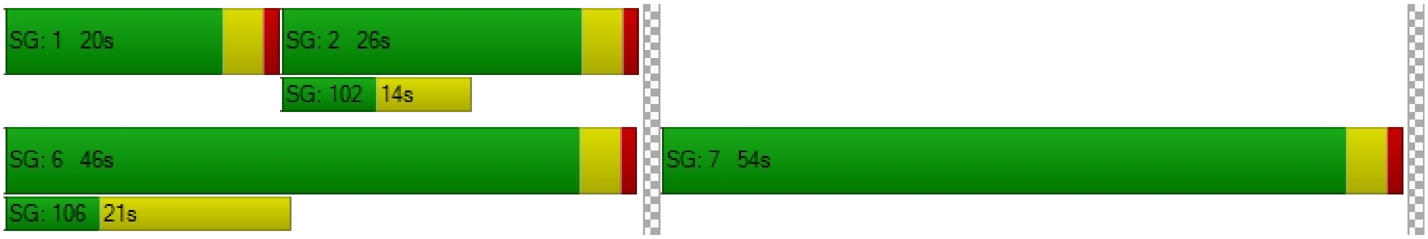
d_M, Delay for Movement [s/veh]	52.10	23.82	0.00	0.00	40.71	49.79	0.00	0.00	0.00	19.40	0.00	27.20
Movement LOS	D	C			D	D				B		C
d_A, Approach Delay [s/veh]	27.90			41.83			0.00			23.76		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	31.81											
Intersection LOS	C											
Intersection V/C	0.901											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.977	2.731
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	840	440	0	1000
d_b, Bicycle Delay [s]	16.82	30.42	50.00	12.50
I_b,int, Bicycle LOS Score for Intersection	2.551	2.236	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1330	740	1191	1875	0	357	0	412	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1330	740	1191	1875	0	357	0	412	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	333	185	298	469	0	89	0	103	0	0	0
Total Analysis Volume [veh/h]	0	1330	740	1191	1875	0	357	0	412	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	22	0	54	76	0	29	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	105	105	105	105	105	105	105	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	46	46	46	29	79	18	18	
g / C, Green / Cycle	0.43	0.43	0.43	0.28	0.75	0.18	0.18	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.26	0.26	0.23	0.37	0.10	0.15	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2213	691	691	1429	3810	608	495	
d1, Uniform Delay [s]	22.20	22.70	22.70	35.77	5.28	39.76	41.78	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.04	3.82	3.82	1.34	0.46	0.90	3.73	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.56	0.60	0.60	0.83	0.49	0.59	0.83	
d, Delay for Lane Group [s/veh]	23.24	26.53	26.53	37.11	5.73	40.67	45.51	
Lane Group LOS	C	C	C	D	A	D	D	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.66	8.35	8.35	9.58	4.58	4.29	5.36	
50th-Percentile Queue Length [ft/ln]	191.59	208.80	208.80	239.49	114.43	107.18	134.05	
95th-Percentile Queue Length [veh/ln]	12.20	13.09	13.09	14.66	8.09	7.68	9.16	
95th-Percentile Queue Length [ft/ln]	305.09	327.29	327.29	366.38	202.14	192.07	228.99	

Movement, Approach, & Intersection Results

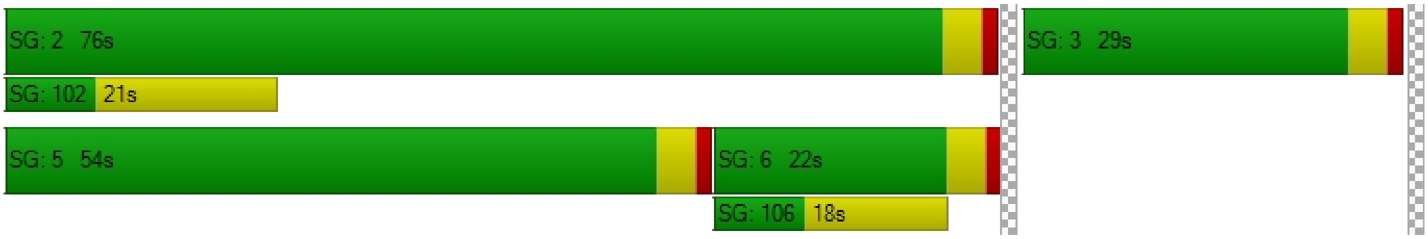
d_M, Delay for Movement [s/veh]	0.00	23.24	26.53	37.11	5.73	0.00	40.67	0.00	45.51	0.00	0.00	0.00
Movement LOS		C	C	D	A		D		D			
d_A, Approach Delay [s/veh]	24.55			17.92			43.26			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	23.55											
Intersection LOS	C											
Intersection V/C	0.719											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	42.07	42.07
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.457	2.575
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	343	1372	476	0
d_b, Bicycle Delay [s]	36.04	5.18	30.47	52.50
I_b,int, Bicycle LOS Score for Intersection	2.413	3.246	1.560	4.132
Bicycle LOS	B	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	2708	211	0	2842	23	0	0	223	422	352	1553
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2708	211	0	2842	23	0	0	223	422	352	1553
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	677	53	0	711	6	0	0	56	106	88	388
Total Analysis Volume [veh/h]	0	2708	211	0	2842	23	0	0	223	422	352	1553
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	37	0	0	37	0	0	0	39	0	24	24
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	58	58	58	10	20	20	20	82
g / C, Green / Cycle	0.58	0.58	0.58	0.10	0.20	0.20	0.20	0.82
(v / s)_i Volume / Saturation Flow Rate	0.40	0.34	0.31	0.08	0.14	0.14	0.15	0.55
s, saturation flow rate [veh/h]	6792	6792	1857	2813	1781	1812	1702	2813
c, Capacity [veh/h]	3912	3912	1070	291	358	364	342	2298
d1, Uniform Delay [s]	14.95	13.57	13.00	43.68	37.36	37.25	37.65	3.75
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.03	0.65	1.92	4.25	2.76	2.56	3.41	1.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.59	0.54	0.77	0.72	0.71	0.76	0.68
d, Delay for Lane Group [s/veh]	15.98	14.22	14.93	47.92	40.12	39.80	41.06	5.36
Lane Group LOS	B	B	B	D	D	D	D	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	10.27	7.85	7.92	2.84	6.11	6.07	6.20	4.32
50th-Percentile Queue Length [ft/ln]	256.70	196.23	198.10	71.01	152.6	151.8	155.0	107.9
95th-Percentile Queue Length [veh/ln]	15.52	12.44	12.54	5.11	10.16	10.11	10.29	7.73
95th-Percentile Queue Length [ft/ln]	388.08	311.09	313.52	127.82	253.9	252.8	257.1	193.1

Movement, Approach, & Intersection Results

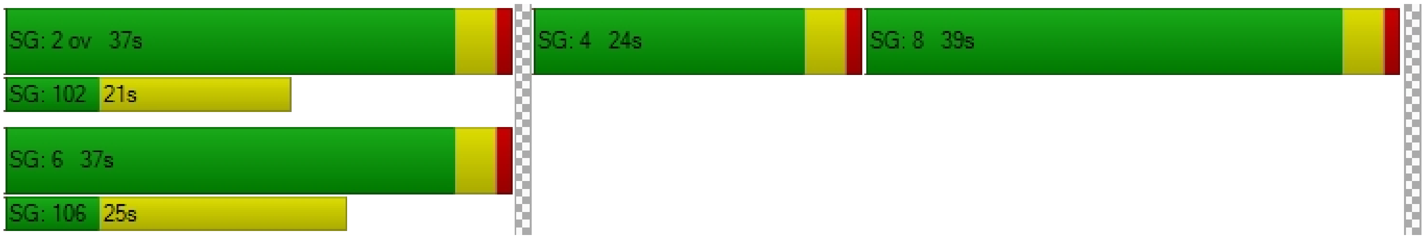
d_M, Delay for Movement [s/veh]	0.00	15.98	0.00	0.00	14.35	14.93	0.00	0.00	47.92	40.12	40.73	5.36
Movement LOS		B			B	B			D	D	D	A
d_A, Approach Delay [s/veh]	15.98			14.36			47.92			16.99		
Approach LOS	B			B			D			B		
d_I, Intersection Delay [s/veh]	16.58											
Intersection LOS	B											
Intersection V/C	0.751											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.282	2.836
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	660	700	400
d_b, Bicycle Delay [s]	22.45	22.45	21.13	32.00
I_b,int, Bicycle LOS Score for Intersection	2.677	2.505	1.560	3.479
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	150	1859	1795	1178	1083	381
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	1859	1795	1178	1083	381
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	38	465	449	295	271	0
Total Analysis Volume [veh/h]	150	1859	1795	1178	1083	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	14	56	42	0	39	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	63	49	24
g / C, Green / Cycle	0.10	0.66	0.52	0.25
(v / s)_i Volume / Saturation Flow Rate	0.08	0.27	0.35	0.21
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	182	4500	2639	1314
d1, Uniform Delay [s]	41.81	7.45	17.03	33.48
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.94	0.28	1.44	1.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.41	0.68	0.82
d, Delay for Lane Group [s/veh]	50.76	7.73	18.47	34.85
Lane Group LOS	D	A	B	C
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.86	3.94	9.43	7.84
50th-Percentile Queue Length [ft/ln]	96.56	98.50	235.67	196.07
95th-Percentile Queue Length [veh/ln]	6.95	7.09	14.46	12.44
95th-Percentile Queue Length [ft/ln]	173.80	177.31	361.55	310.90

Movement, Approach, & Intersection Results

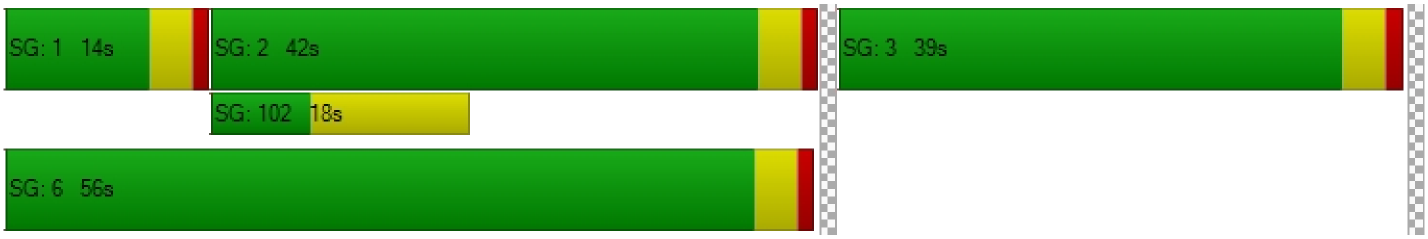
d_M, Delay for Movement [s/veh]	50.76	7.73	18.47	0.00	34.85	0.00
Movement LOS	D	A	B		C	
d_A, Approach Delay [s/veh]	10.94		18.47		34.85	
Approach LOS	B		B		C	
d_I, Intersection Delay [s/veh]	19.01					
Intersection LOS	B					
Intersection V/C	0.739					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.655
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1095	800	737
d_b, Bicycle Delay [s]	9.74	17.11	18.95
I_b,int, Bicycle LOS Score for Intersection	2.388	2.547	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	53.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.017

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑			↑ ↑ ↱						↰ ↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	176	687	0	0	1209	173	0	0	0	472	0	1558
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	687	0	0	1209	173	0	0	0	472	0	1558
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	172	0	0	302	43	0	0	0	118	0	390
Total Analysis Volume [veh/h]	176	687	0	0	1209	173	0	0	0	472	0	1558
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	13	47	0	0	34	0	0	0	0	73	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	9	44	30	30		68	68
g / C, Green / Cycle	0.08	0.36	0.25	0.25		0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.10	0.19	0.26	0.26		0.27	0.55
s, saturation flow rate [veh/h]	1781	3560	3560	1754		1781	2813
c, Capacity [veh/h]	135	1294	905	446		1015	1604
d1, Uniform Delay [s]	55.42	30.12	44.72	44.72		15.09	24.85
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	148.64	1.56	34.47	51.44		0.33	5.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	1.30	0.53	1.02	1.03		0.46	0.97
d, Delay for Lane Group [s/veh]	204.06	31.68	79.19	96.16		15.42	30.57
Lane Group LOS	F	C	F	F		B	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	9.64	8.09	17.67	19.51		7.43	21.22
50th-Percentile Queue Length [ft/ln]	241.09	202.29	441.69	487.68		185.80	530.60
95th-Percentile Queue Length [veh/ln]	16.00	12.76	24.83	27.29		11.90	28.78
95th-Percentile Queue Length [ft/ln]	400.10	318.92	620.69	682.25		297.58	719.48

Movement, Approach, & Intersection Results

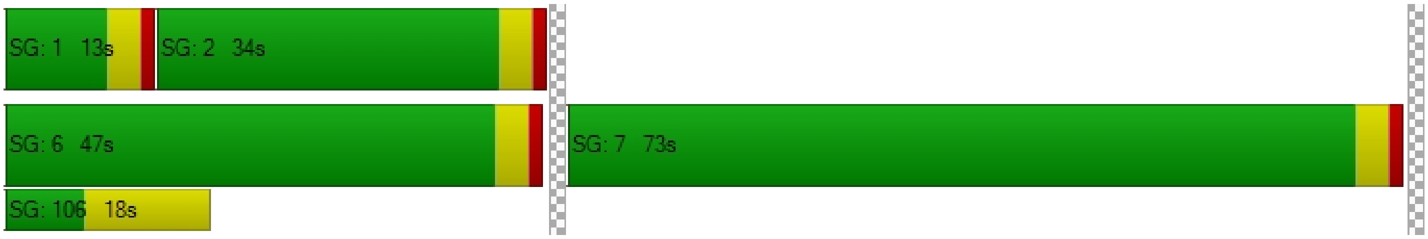
d_M, Delay for Movement [s/veh]	204.06	31.68	0.00	0.00	83.23	96.16	0.00	0.00	0.00	15.42	0.00	30.57
Movement LOS	F	C			F	F				B		C
d_A, Approach Delay [s/veh]	66.84			84.85			0.00			27.05		
Approach LOS	E			F			A			C		
d_I, Intersection Delay [s/veh]	53.77											
Intersection LOS	D											
Intersection V/C	1.017											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.49
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.640
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	500	0	1150
d_b, Bicycle Delay [s]	24.69	33.73	59.98	10.83
I_b,int, Bicycle LOS Score for Intersection	2.272	2.320	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↱			↰↰↑↑			↰✛					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	657	198	703	985	0	214	1	186	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	657	198	703	985	0	214	1	186	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	164	50	176	246	0	54	0	47	0	0	0
Total Analysis Volume [veh/h]	0	657	198	703	985	0	214	1	186	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	30	0	42	72	0	0	18	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	44	44	22	69	13	13	
g / C, Green / Cycle	0.49	0.49	0.24	0.77	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.25	0.20	0.28	0.12	0.12	
s, saturation flow rate [veh/h]	1870	1729	3459	3560	1781	1593	
c, Capacity [veh/h]	908	840	830	2742	251	225	
d1, Uniform Delay [s]	15.44	15.82	32.65	3.29	37.69	37.70	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.75	2.20	2.51	0.37	7.42	8.35	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.47	0.51	0.85	0.36	0.84	0.84	
d, Delay for Lane Group [s/veh]	17.18	18.02	35.16	3.66	45.11	46.05	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.96	6.17	7.40	2.09	4.98	4.53	
50th-Percentile Queue Length [ft/ln]	149.10	154.33	185.11	52.17	124.46	113.14	
95th-Percentile Queue Length [veh/ln]	9.97	10.25	11.87	3.76	8.64	8.01	
95th-Percentile Queue Length [ft/ln]	249.23	256.20	296.68	93.91	215.94	200.36	

Movement, Approach, & Intersection Results

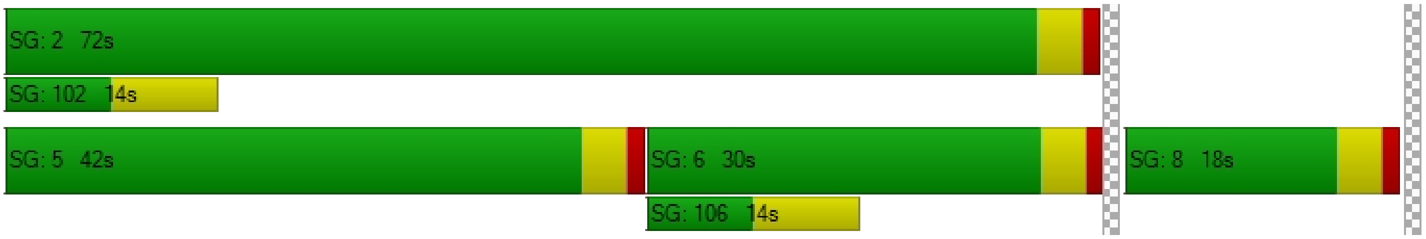
d_M, Delay for Movement [s/veh]	0.00	17.48	18.02	35.16	3.66	0.00	45.16	46.05	46.05	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	17.60			16.78			45.55			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	20.94											
Intersection LOS	C											
Intersection V/C	0.657											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.070	2.154
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	1511	311	0
d_b, Bicycle Delay [s]	22.77	2.69	32.10	45.01
I_b,int, Bicycle LOS Score for Intersection	2.265	2.952	2.221	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E-XI

YEAR 2045 BUILDOUT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	17.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.883

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	1169	0	1132	0	1909	1268	0	1586	177
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1169	0	1132	0	1909	1268	0	1586	177
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	292	0	283	0	477	317	0	397	44
Total Analysis Volume [veh/h]	0	0	0	1169	0	1132	0	1909	1268	0	1586	177
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	46	0	0	0	44	0	0	44	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		67	67	67	67
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		30	30	29	29
g / C, Green / Cycle		0.44	0.44	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate		0.34	0.40	0.37	0.31
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1526	1241	2240	2240
d1, Uniform Delay [s]		15.84	17.55	16.85	15.30
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.83	3.02	0.99	0.42
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.77	0.91	0.85	0.71
d, Delay for Lane Group [s/veh]		16.67	20.57	17.84	15.72
Lane Group LOS		B	C	B	B
Critical Lane Group		No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		6.81	7.64	7.88	5.88
50th-Percentile Queue Length [ft/ln]		170.25	190.93	196.97	146.89
95th-Percentile Queue Length [veh/ln]		11.09	12.17	12.48	9.85
95th-Percentile Queue Length [ft/ln]		277.24	304.23	312.06	246.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	16.67	0.00	20.57	0.00	17.84	0.00	0.00	15.72	0.00
Movement LOS				B		C		B			B	
d_A, Approach Delay [s/veh]	0.00			18.59			17.84			15.72		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	17.56											
Intersection LOS	B											
Intersection V/C	0.883											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	23.38	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.732	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1254	1195	1195
d_b, Bicycle Delay [s]	33.48	4.65	5.43	5.43
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.610	2.432
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	26.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.953

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↱						↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	1013	0	1190	0	0	0	0	1889	1037	0	495	297
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1013	0	1190	0	0	0	0	1889	1037	0	495	297
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	253	0	298	0	0	0	0	472	259	0	124	74
Total Analysis Volume [veh/h]	1013	0	1190	0	0	0	0	1889	1037	0	495	297
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	46	0	0	0	0	0	0	44	0	0	44	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	59		59	59
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	21		30	30
g / C, Green / Cycle	0.35		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.29		0.53	0.10
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1221		1819	2602
d1, Uniform Delay [s]	17.39		14.36	7.78
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.52		21.91	0.04
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.83		1.04	0.19
d, Delay for Lane Group [s/veh]	18.91		36.27	7.82
Lane Group LOS	B		F	A
Critical Lane Group	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	5.75		14.98	0.94
50th-Percentile Queue Length [ft/ln]	143.84		374.54	23.43
95th-Percentile Queue Length [veh/ln]	9.69		21.93	1.69
95th-Percentile Queue Length [ft/ln]	242.18		548.29	42.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.91	0.00	0.00	0.00	0.00	0.00	0.00	36.27	0.00	0.00	7.82	0.00
Movement LOS	B							F			A	
d_A, Approach Delay [s/veh]	18.91			0.00			36.27			7.82		
Approach LOS	B			A			D			A		
d_I, Intersection Delay [s/veh]	26.95											
Intersection LOS	C											
Intersection V/C	0.953											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	19.37
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.816
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1432	0	1363	1363
d_b, Bicycle Delay [s]	2.37	29.34	2.97	2.97
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	3.118	1.832
Bicycle LOS	A	D	C	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.460

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱ ↱			↰ ↱			↰ ↑ ↑			↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	421	7	110	58	0	86	23	276	0	0	140	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	421	7	110	58	0	86	23	276	0	0	140	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	2	28	15	0	22	6	69	0	0	35	5
Total Analysis Volume [veh/h]	421	7	110	58	0	86	23	276	0	0	140	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	33	33	33	3	49	42	42
g / C, Green / Cycle	0.37	0.37	0.37	0.37	0.37	0.03	0.54	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.32	0.04	0.04	0.05	0.05	0.01	0.08	0.04	0.04
s, saturation flow rate [veh/h]	1311	1618	1589	1275	1589	1781	3560	1870	1791
c, Capacity [veh/h]	535	593	583	492	583	52	1938	880	843
d1, Uniform Delay [s]	28.28	18.73	18.73	21.61	19.08	42.96	10.12	13.17	13.20
k, delay calibration	0.12	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.92	0.07	0.07	0.11	0.12	5.74	0.15	0.20	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.10	0.10	0.12	0.15	0.44	0.14	0.09	0.09
d, Delay for Lane Group [s/veh]	31.19	18.81	18.81	21.71	19.20	48.69	10.28	13.38	13.42
Lane Group LOS	C	B	B	C	B	D	B	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.77	0.80	0.79	0.87	1.20	0.58	1.31	0.92	0.92
50th-Percentile Queue Length [ft/ln]	219.18	20.12	19.77	21.68	29.89	14.54	32.86	22.88	22.98
95th-Percentile Queue Length [veh/ln]	13.62	1.45	1.42	1.56	2.15	1.05	2.37	1.65	1.65
95th-Percentile Queue Length [ft/ln]	340.58	36.22	35.59	39.03	53.80	26.17	59.16	41.18	41.37

Movement, Approach, & Intersection Results

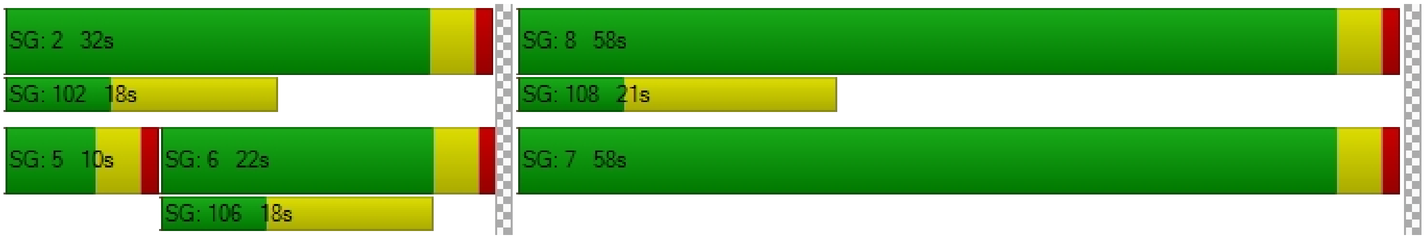
d_M, Delay for Movement [s/veh]	31.19	18.81	18.81	21.71	0.00	19.20	48.69	10.28	0.00	0.00	13.40	13.42
Movement LOS	C	B	B	C		B	D	B			B	B
d_A, Approach Delay [s/veh]	28.50			20.21			13.23			13.40		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	21.34											
Intersection LOS	C											
Intersection V/C	0.460											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.262	2.003	0.000	2.360
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.447	1.560	1.806	1.692
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	28.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.855

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	219	1082	0	0	2953	355	0	0	0	735	0	941
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	219	1082	0	0	2953	355	0	0	0	735	0	941
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	271	0	0	738	89	0	0	0	184	0	235
Total Analysis Volume [veh/h]	219	1082	0	0	2953	355	0	0	0	735	0	941
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	24	42	0	0	18	0	0	0	0	53	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	95	95	95	95		95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	14	50	32	32		37	37
g / C, Green / Cycle	0.14	0.52	0.34	0.34		0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.12	0.21	0.29	0.22		0.21	0.33
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	256	2673	3452	539		1352	1100
d1, Uniform Delay [s]	39.71	13.62	29.25	26.74		22.38	26.48
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	7.96	0.46	2.95	6.21		0.34	2.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.40	0.86	0.66		0.54	0.86
d, Delay for Lane Group [s/veh]	47.66	14.08	32.20	32.96		22.72	28.50
Lane Group LOS	D	B	C	C		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	5.49	4.54	10.56	7.58		6.22	9.63
50th-Percentile Queue Length [ft/ln]	137.24	113.38	264.06	189.61		155.50	240.87
95th-Percentile Queue Length [veh/ln]	9.33	8.03	15.89	12.10		10.31	14.73
95th-Percentile Queue Length [ft/ln]	233.30	200.69	397.31	302.52		257.75	368.14

Movement, Approach, & Intersection Results

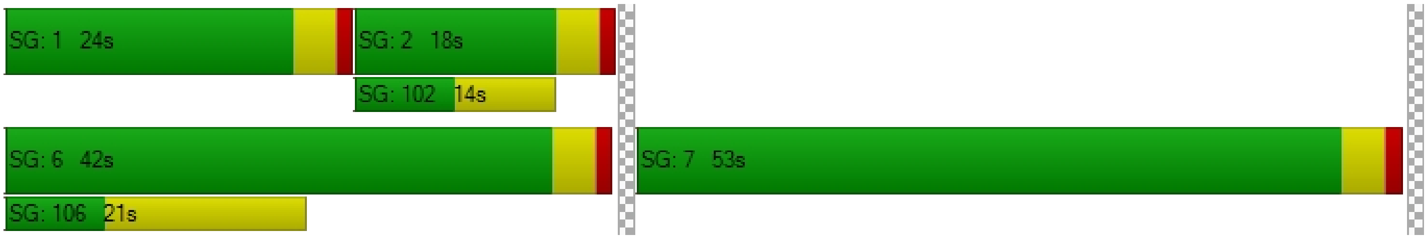
d_M, Delay for Movement [s/veh]	47.66	14.08	0.00	0.00	32.20	32.96	0.00	0.00	0.00	22.72	0.00	28.50
Movement LOS	D	B			C	C				C		C
d_A, Approach Delay [s/veh]	19.73			32.28			0.00			25.97		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	28.00											
Intersection LOS	C											
Intersection V/C	0.855											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.985	2.629
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	295	0	1031
d_b, Bicycle Delay [s]	17.11	34.54	47.51	11.14
I_b,int, Bicycle LOS Score for Intersection	2.275	2.469	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	41.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.023

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1092	1351	1849	1994	0	233	0	393	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1092	1351	1849	1994	0	233	0	393	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	273	338	462	499	0	58	0	98	0	0	0
Total Analysis Volume [veh/h]	0	1092	1351	1849	1994	0	233	0	393	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	53	0	46	99	0	21	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	120	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	49	49	49	42	95	17	17	
g / C, Green / Cycle	0.41	0.41	0.41	0.35	0.79	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.21	0.42	0.42	0.36	0.39	0.07	0.14	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2080	649	649	1815	4031	491	399	
d1, Uniform Delay [s]	26.74	35.50	35.50	39.00	4.29	47.36	51.34	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.95	46.44	46.44	15.01	0.44	0.71	17.56	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.53	1.04	1.04	1.02	0.49	0.47	0.98	
d, Delay for Lane Group [s/veh]	27.69	81.93	81.93	54.01	4.72	48.07	68.90	
Lane Group LOS	C	F	F	F	A	D	E	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.98	26.83	26.83	20.00	4.60	3.26	6.85	
50th-Percentile Queue Length [ft/ln]	199.61	670.80	670.80	499.96	115.03	81.53	171.20	
95th-Percentile Queue Length [veh/ln]	12.62	36.39	36.39	27.69	8.12	5.87	11.14	
95th-Percentile Queue Length [ft/ln]	315.46	909.74	909.74	692.13	202.97	146.76	278.49	

Movement, Approach, & Intersection Results

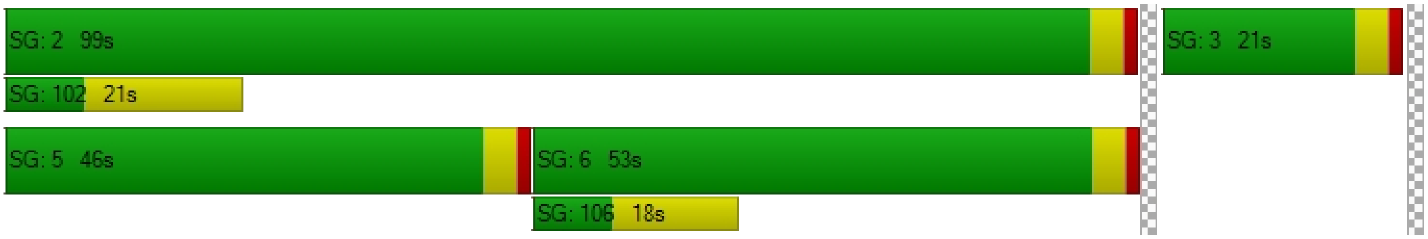
d_M, Delay for Movement [s/veh]	0.00	27.69	81.93	54.01	4.72	0.00	48.07	0.00	68.90	0.00	0.00	0.00
Movement LOS		C	F	F	A		D		E			
d_A, Approach Delay [s/veh]	57.69			28.44			61.15			0.00		
Approach LOS	E			C			E			A		
d_I, Intersection Delay [s/veh]	41.74											
Intersection LOS	D											
Intersection V/C	1.023											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.436	2.994
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	817	1584	283	0
d_b, Bicycle Delay [s]	21.00	2.60	44.20	59.99
I_b,int, Bicycle LOS Score for Intersection	2.567	3.673	1.560	4.132
Bicycle LOS	B	D	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.485

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	1947	231	0	2710	9	0	0	41	304	88	896
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1947	231	0	2710	9	0	0	41	304	88	896
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	487	58	0	678	2	0	0	10	76	22	224
Total Analysis Volume [veh/h]	0	1947	231	0	2710	9	0	0	41	304	88	896
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	29	0	0	29	0	0	0	10	0	51	51
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	60	60	60	4	14	14	14	78
g / C, Green / Cycle	0.67	0.67	0.67	0.04	0.15	0.15	0.15	0.87
(v / s)_i Volume / Saturation Flow Rate	0.29	0.32	0.29	0.01	0.09	0.09	0.05	0.32
s, saturation flow rate [veh/h]	6792	6792	1865	2813	1781	1781	1702	2813
c, Capacity [veh/h]	4546	4546	1248	124	273	273	261	2440
d1, Uniform Delay [s]	6.90	7.24	6.95	41.76	35.28	35.28	34.03	1.16
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.30	0.36	1.11	1.55	1.77	1.77	0.76	0.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.48	0.44	0.33	0.56	0.56	0.34	0.37
d, Delay for Lane Group [s/veh]	7.20	7.61	8.06	43.31	37.04	37.04	34.78	1.59
Lane Group LOS	A	A	A	D	D	D	C	A
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	3.75	4.40	4.50	0.46	3.18	3.18	1.75	0.42
50th-Percentile Queue Length [ft/ln]	93.74	110.02	112.44	11.61	79.38	79.38	43.82	10.56
95th-Percentile Queue Length [veh/ln]	6.75	7.84	7.98	0.84	5.72	5.72	3.16	0.76
95th-Percentile Queue Length [ft/ln]	168.72	196.03	199.39	20.89	142.8	142.8	78.88	19.01

Movement, Approach, & Intersection Results

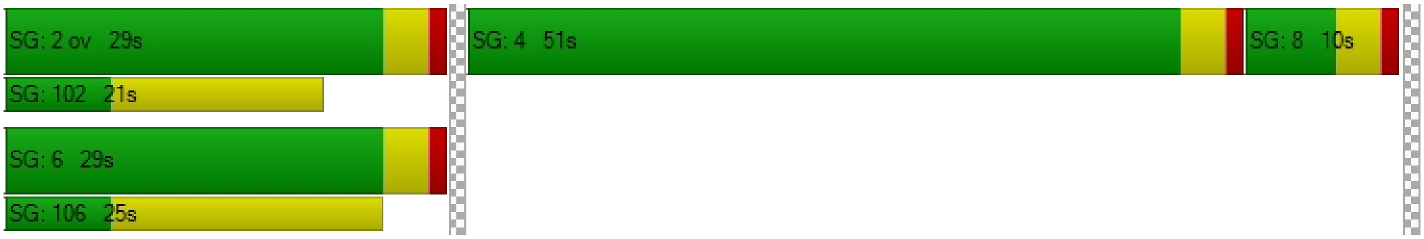
d_M, Delay for Movement [s/veh]	0.00	7.20	0.00	0.00	7.69	8.06	0.00	0.00	43.31	37.04	34.78	1.59
Movement LOS		A			A	A			D	D	C	A
d_A, Approach Delay [s/veh]	7.20			7.70			43.31			12.23		
Approach LOS	A			A			D			B		
d_I, Intersection Delay [s/veh]	8.75											
Intersection LOS	A											
Intersection V/C	0.485											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.164	2.662
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	555	133	1044
d_b, Bicycle Delay [s]	23.48	23.48	39.21	10.28
I_b,int, Bicycle LOS Score for Intersection	2.363	2.457	1.560	2.622
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	139	1385	1234	1175	796	624
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	1385	1234	1175	796	624
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	35	346	309	294	199	0
Total Analysis Volume [veh/h]	139	1385	1234	1175	796	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	34	56	22	0	34	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	64	52	18
g / C, Green / Cycle	0.10	0.72	0.57	0.19
(v / s)_i Volume / Saturation Flow Rate	0.08	0.20	0.24	0.15
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	176	4865	2918	1011
d1, Uniform Delay [s]	39.64	4.55	10.84	34.47
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.58	0.15	0.45	1.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.28	0.42	0.79
d, Delay for Lane Group [s/veh]	47.22	4.70	11.30	35.88
Lane Group LOS	D	A	B	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.33	1.88	4.35	5.54
50th-Percentile Queue Length [ft/ln]	83.37	46.98	108.71	138.48
95th-Percentile Queue Length [veh/ln]	6.00	3.38	7.77	9.40
95th-Percentile Queue Length [ft/ln]	150.06	84.56	194.21	234.98

Movement, Approach, & Intersection Results

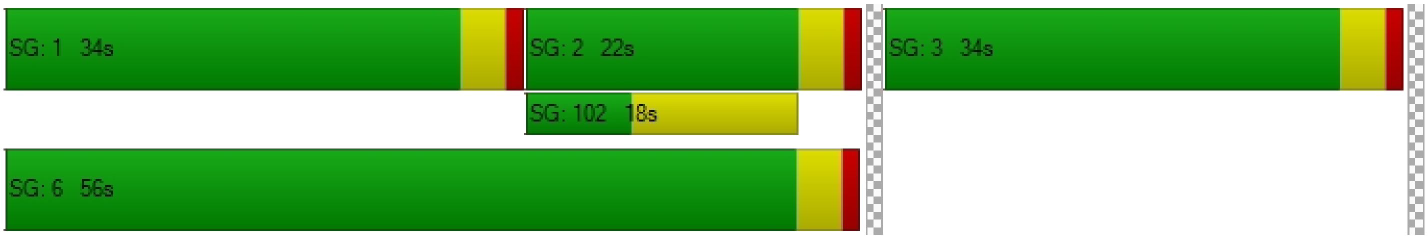
d_M, Delay for Movement [s/veh]	47.22	4.70	11.30	0.00	35.88	0.00
Movement LOS	D	A	B		D	
d_A, Approach Delay [s/veh]	8.58		11.30		35.88	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	15.64					
Intersection LOS	B					
Intersection V/C	0.547					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.604
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1155	400	666
d_b, Bicycle Delay [s]	8.03	28.81	20.01
I_b,int, Bicycle LOS Score for Intersection	2.188	2.238	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	195	415	0	0	1216	117	0	0	0	212	0	633
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	415	0	0	1216	117	0	0	0	212	0	633
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	104	0	0	304	29	0	0	0	53	0	158
Total Analysis Volume [veh/h]	195	415	0	0	1216	117	0	0	0	212	0	633
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	46	0	0	30	0	0	0	0	44	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	58	43	43		24	24
g / C, Green / Cycle	0.13	0.65	0.47	0.47		0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.11	0.12	0.25	0.25		0.12	0.22
s, saturation flow rate [veh/h]	1781	3560	3560	1787		1781	2813
c, Capacity [veh/h]	230	2307	1689	848		469	741
d1, Uniform Delay [s]	38.34	6.32	16.58	16.56		27.74	31.53
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.39	0.17	1.18	2.32		0.68	2.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.18	0.53	0.52		0.45	0.85
d, Delay for Lane Group [s/veh]	46.73	6.49	17.76	18.87		28.42	34.48
Lane Group LOS	D	A	B	B		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.67	1.44	6.35	6.61		3.83	6.65
50th-Percentile Queue Length [ft/ln]	116.87	36.12	158.65	165.18		95.73	166.28
95th-Percentile Queue Length [veh/ln]	8.22	2.60	10.48	10.82		6.89	10.88
95th-Percentile Queue Length [ft/ln]	205.52	65.01	261.93	270.57		172.32	272.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.73	6.49	0.00	0.00	18.06	18.87	0.00	0.00	0.00	28.42	0.00	34.48
Movement LOS	D	A			B	B				C		C
d_A, Approach Delay [s/veh]	19.35			18.13			0.00			32.96		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	22.89											
Intersection LOS	C											
Intersection V/C	0.674											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.337
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	933	578	0	889
d_b, Bicycle Delay [s]	12.81	22.77	45.01	13.90
I_b,int, Bicycle LOS Score for Intersection	2.063	2.293	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	26.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.767

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↱			↰ ↰ ↑ ↑			↰ ✛					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	454	462	736	864	0	147	34	250	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	454	462	736	864	0	147	34	250	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	114	116	184	216	0	37	9	63	0	0	0
Total Analysis Volume [veh/h]	0	454	462	736	864	0	147	34	250	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	40	58	0	0	47	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	105	105	105	105	105	105	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	47	47	25	76	21	21	
g / C, Green / Cycle	0.44	0.44	0.24	0.72	0.20	0.20	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.29	0.21	0.24	0.08	0.18	
s, saturation flow rate [veh/h]	1870	1589	3459	3560	1781	1619	
c, Capacity [veh/h]	829	705	839	2578	356	323	
d1, Uniform Delay [s]	21.48	22.93	38.25	5.28	36.65	40.78	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.59	4.72	3.13	0.35	0.77	7.65	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.55	0.66	0.88	0.34	0.41	0.88	
d, Delay for Lane Group [s/veh]	24.07	27.64	41.38	5.63	37.42	48.42	
Lane Group LOS	C	C	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	8.60	9.62	9.34	3.07	3.35	7.73	
50th-Percentile Queue Length [ft/ln]	215.05	240.47	233.56	76.76	83.84	193.31	
95th-Percentile Queue Length [veh/ln]	13.41	14.70	14.36	5.53	6.04	12.29	
95th-Percentile Queue Length [ft/ln]	335.29	367.62	358.88	138.18	150.91	307.32	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	24.07	27.64	41.38	5.63	0.00	37.42	48.42	48.42	0.00	0.00	0.00
Movement LOS		C	C	D	A		D	D	D			
d_A, Approach Delay [s/veh]	25.87			22.07			44.67			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	26.56											
Intersection LOS	C											
Intersection V/C	0.767											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	42.07	42.07
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.088	2.323
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	267	1029	819	0
d_b, Bicycle Delay [s]	39.43	12.38	18.30	52.50
I_b,int, Bicycle LOS Score for Intersection	2.315	2.880	2.271	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	14.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	353	0	913	0	1549	1272	0	1913	738
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	353	0	913	0	1549	1272	0	1913	738
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	88	0	228	0	387	318	0	478	185
Total Analysis Volume [veh/h]	0	0	0	353	0	913	0	1549	1272	0	1913	738
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	47	0	0	0	53	0	0	53	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		60	60	60	60
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		23	23	29	29
g / C, Green / Cycle		0.39	0.39	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate		0.10	0.32	0.30	0.38
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1346	1095	2433	2433
d1, Uniform Delay [s]		12.49	16.60	11.78	13.13
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.10	1.74	0.28	0.58
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.26	0.83	0.64	0.79
d, Delay for Lane Group [s/veh]		12.59	18.34	12.06	13.71
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		1.45	5.20	4.37	6.06
50th-Percentile Queue Length [ft/ln]		36.34	129.93	109.28	151.53
95th-Percentile Queue Length [veh/ln]		2.62	8.94	7.80	10.10
95th-Percentile Queue Length [ft/ln]		65.42	223.40	195.01	252.47

Movement, Approach, & Intersection Results

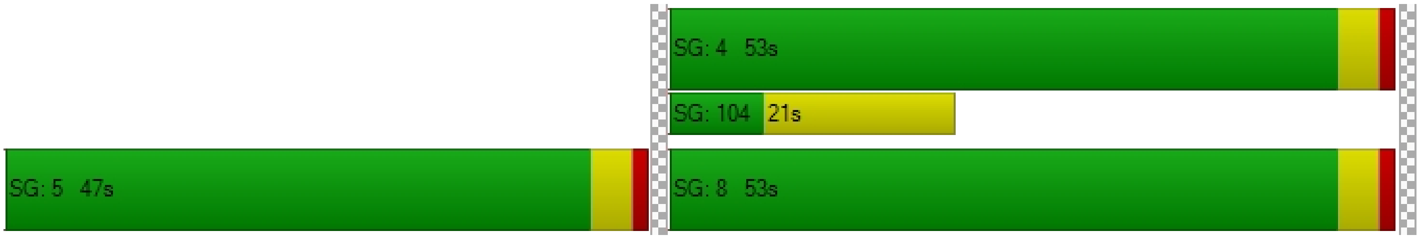
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	12.59	0.00	18.34	0.00	12.06	0.00	0.00	13.71	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			16.74			12.06			13.71		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	13.98											
Intersection LOS	B											
Intersection V/C	0.808											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	19.98	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.524	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1435	1635	1635
d_b, Bicycle Delay [s]	29.97	2.39	1.00	1.00
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.412	2.612
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	797	0	521	0	0	0	0	851	930	0	1753	1314
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	797	0	521	0	0	0	0	851	930	0	1753	1314
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	199	0	130	0	0	0	0	213	233	0	438	329
Total Analysis Volume [veh/h]	797	0	521	0	0	0	0	851	930	0	1753	1314
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	41	0	0	0	0	0	0	59	0	0	59	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	46		46	46
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	14		24	24
g / C, Green / Cycle	0.31		0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.23		0.24	0.34
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1064		1847	2643
d1, Uniform Delay [s]	14.36		7.02	8.14
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.08		0.18	0.29
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.75		0.46	0.66
d, Delay for Lane Group [s/veh]	15.44		7.19	8.43
Lane Group LOS	B		A	A
Critical Lane Group	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	3.24		1.86	2.97
50th-Percentile Queue Length [ft/ln]	81.09		46.61	74.20
95th-Percentile Queue Length [veh/ln]	5.84		3.36	5.34
95th-Percentile Queue Length [ft/ln]	145.96		83.89	133.56

Movement, Approach, & Intersection Results

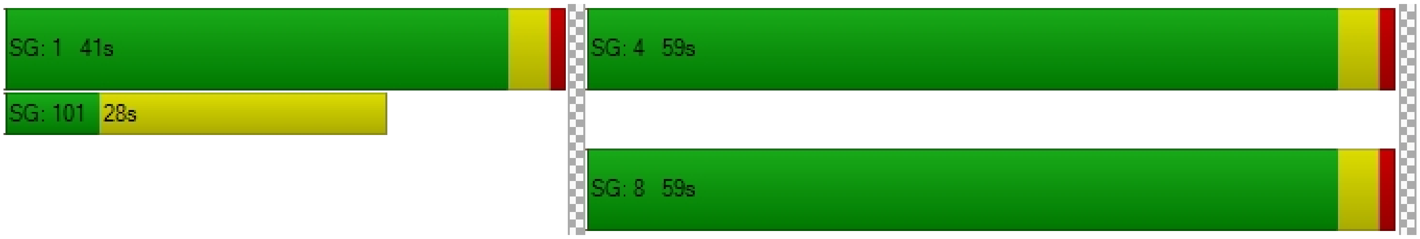
d_M, Delay for Movement [s/veh]	15.44	0.00	0.00	0.00	0.00	0.00	0.00	7.19	0.00	0.00	8.43	0.00
Movement LOS	B							A			A	
d_A, Approach Delay [s/veh]	15.44			0.00			7.19			8.43		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	9.76											
Intersection LOS	A											
Intersection V/C	0.696											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	13.27
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.837
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1612	0	2396	2396
d_b, Bicycle Delay [s]	0.86	22.96	0.90	0.90
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	2.262	2.524
Bicycle LOS	A	D	B	B

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	22.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	570	36	231	34	0	46	51	504	0	0	463	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	570	36	231	34	0	46	51	504	0	0	463	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	143	9	58	9	0	12	13	126	0	0	116	10
Total Analysis Volume [veh/h]	570	36	231	34	0	46	51	504	0	0	463	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	42	42	4	40	32	32
g / C, Green / Cycle	0.46	0.46	0.46	0.46	0.46	0.05	0.45	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.42	0.08	0.08	0.03	0.03	0.03	0.14	0.13	0.14
s, saturation flow rate [veh/h]	1360	1656	1589	1112	1589	1781	3560	1870	1819
c, Capacity [veh/h]	684	768	737	522	737	86	1592	663	645
d1, Uniform Delay [s]	23.90	14.08	14.11	16.85	13.32	41.98	16.02	21.65	21.75
k, delay calibration	0.24	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.93	0.11	0.12	0.05	0.04	6.44	0.52	1.65	1.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.18	0.18	0.07	0.06	0.60	0.32	0.38	0.39
d, Delay for Lane Group [s/veh]	29.83	14.19	14.22	16.90	13.36	48.42	16.54	23.30	23.52
Lane Group LOS	C	B	B	B	B	D	B	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	11.90	1.56	1.54	0.43	0.50	1.25	3.33	4.16	4.19
50th-Percentile Queue Length [ft/ln]	297.51	39.11	38.39	10.84	12.61	31.29	83.32	104.01	104.77
95th-Percentile Queue Length [veh/ln]	17.56	2.82	2.76	0.78	0.91	2.25	6.00	7.49	7.54
95th-Percentile Queue Length [ft/ln]	438.95	70.40	69.10	19.52	22.70	56.32	149.97	187.21	188.59

Movement, Approach, & Intersection Results

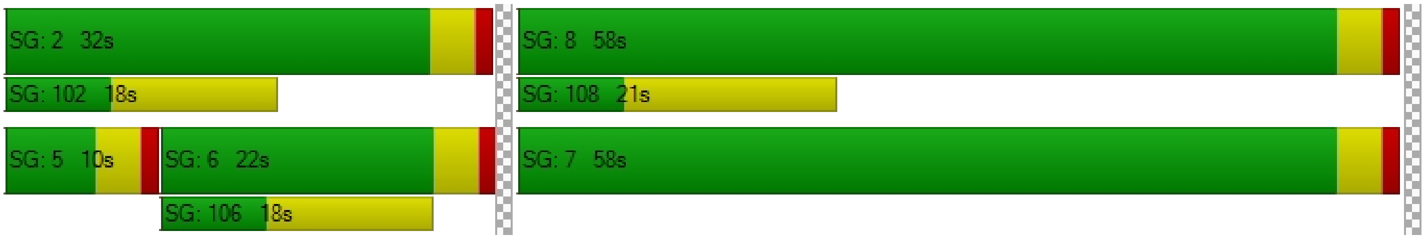
d_M, Delay for Movement [s/veh]	29.83	14.19	14.21	16.90	0.00	13.36	48.42	16.54	0.00	0.00	23.40	23.52
Movement LOS	C	B	B	B		B	D	B			C	C
d_A, Approach Delay [s/veh]	24.85			14.86			19.47			23.41		
Approach LOS	C			B			B			C		
d_I, Intersection Delay [s/veh]	22.57											
Intersection LOS	C											
Intersection V/C	0.676											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.335	2.007	0.000	2.489
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.941	1.560	2.017	1.975
Bicycle LOS	C	A	B	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	37.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.924

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	263	1613	0	0	2274	318	0	0	0	1012	0	1284
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	263	1613	0	0	2274	318	0	0	0	1012	0	1284
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	403	0	0	569	80	0	0	0	253	0	321
Total Analysis Volume [veh/h]	263	1613	0	0	2274	318	0	0	0	1012	0	1284
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	23	52	0	0	29	0	0	0	0	63	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	115	115	115	115		115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	19	50	28	28		57	57
g / C, Green / Cycle	0.16	0.44	0.24	0.24		0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.15	0.32	0.22	0.20		0.29	0.46
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	289	2230	2450	382		1704	1386
d1, Uniform Delay [s]	47.30	26.59	42.69	41.45		20.91	27.22
k, delay calibration	0.13	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	12.52	2.08	7.68	18.70		0.33	3.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.72	0.93	0.83		0.59	0.93
d, Delay for Lane Group [s/veh]	59.82	28.66	50.37	60.15		21.25	30.44
Lane Group LOS	E	C	D	E		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	8.37	12.29	11.30	10.48		9.60	16.34
50th-Percentile Queue Length [ft/ln]	209.23	307.29	282.56	262.11		240.06	408.60
95th-Percentile Queue Length [veh/ln]	13.11	18.04	16.82	15.79		14.68	22.97
95th-Percentile Queue Length [ft/ln]	327.85	451.03	420.40	394.87		367.12	574.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.82	28.66	0.00	0.00	50.37	60.15	0.00	0.00	0.00	21.25	0.00	30.44
Movement LOS	E	C			D	E				C		C
d_A, Approach Delay [s/veh]	33.03			51.57			0.00			26.39		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	37.88											
Intersection LOS	D											
Intersection V/C	0.924											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	47.01	47.01
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.002	2.759
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	835	435	0	1026
d_b, Bicycle Delay [s]	19.51	35.21	57.49	13.63
I_b,int, Bicycle LOS Score for Intersection	2.591	2.272	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	30.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.870

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↑↑↱↱			↰↰↰↑↑↑			↰↰↱↱					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	2307	777	1251	1977	0	375	0	433	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2307	777	1251	1977	0	375	0	433	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	577	194	313	494	0	94	0	108	0	0	0
Total Analysis Volume [veh/h]	0	2307	777	1251	1977	0	375	0	433	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	45	0	46	91	0	29	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	120	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	53	53	53	33	91	21	21	
g / C, Green / Cycle	0.45	0.45	0.45	0.28	0.76	0.18	0.18	
(v / s)_i Volume / Saturation Flow Rate	0.36	0.39	0.39	0.24	0.39	0.11	0.15	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2273	709	709	1437	3853	612	497	
d1, Uniform Delay [s]	28.89	30.06	30.06	41.31	5.81	45.58	48.03	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.34	13.73	13.73	1.77	0.49	1.00	4.85	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.81	0.87	0.87	0.87	0.51	0.61	0.87	
d, Delay for Lane Group [s/veh]	32.22	43.79	43.79	43.08	6.30	46.58	52.88	
Lane Group LOS	C	D	D	D	A	D	D	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	15.79	18.41	18.41	11.89	5.81	5.25	6.62	
50th-Percentile Queue Length [ft/ln]	394.85	460.19	460.19	297.18	145.28	131.17	165.39	
95th-Percentile Queue Length [veh/ln]	22.31	25.44	25.44	17.54	9.76	9.00	10.83	
95th-Percentile Queue Length [ft/ln]	557.79	636.10	636.10	438.53	244.11	225.09	270.85	

Movement, Approach, & Intersection Results

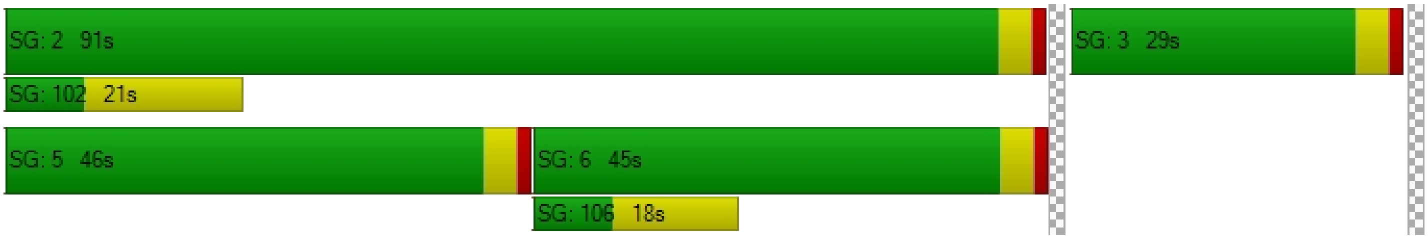
d_M, Delay for Movement [s/veh]	0.00	32.22	43.79	43.08	6.30	0.00	46.58	0.00	52.88	0.00	0.00	0.00
Movement LOS		C	D	D	A		D		D			
d_A, Approach Delay [s/veh]	36.85			20.56			49.95			0.00		
Approach LOS	D			C			D			A		
d_I, Intersection Delay [s/veh]	30.95											
Intersection LOS	C											
Intersection V/C	0.870											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.49	49.49
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.471	2.613
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	684	1450	417	0
d_b, Bicycle Delay [s]	25.99	4.53	37.59	59.98
I_b,int, Bicycle LOS Score for Intersection	2.832	3.335	1.560	4.132
Bicycle LOS	C	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑ ↑ ↑ ↱			↑ ↑ ↑ ↑ ↑↱			↱ ↱			↰ ↰↑ ↑ ↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	2742	275	0	2981	24	0	0	234	443	370	1554
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2742	275	0	2981	24	0	0	234	443	370	1554
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	686	69	0	745	6	0	0	59	111	93	389
Total Analysis Volume [veh/h]	0	2742	275	0	2981	24	0	0	234	443	370	1554
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	49	0	0	49	0	0	0	18	0	23	23
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	49	49	49	10	19	19	19	72
g / C, Green / Cycle	0.55	0.55	0.55	0.11	0.21	0.21	0.21	0.80
(v / s)_i Volume / Saturation Flow Rate	0.40	0.35	0.32	0.08	0.15	0.15	0.16	0.55
s, saturation flow rate [veh/h]	6792	6792	1857	2813	1781	1812	1702	2813
c, Capacity [veh/h]	3715	3715	1016	302	379	385	362	2262
d1, Uniform Delay [s]	15.52	14.32	13.68	39.19	32.98	32.88	33.26	3.87
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.35	0.88	2.53	4.25	2.54	2.35	3.12	1.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.65	0.59	0.77	0.72	0.70	0.75	0.69
d, Delay for Lane Group [s/veh]	16.87	15.21	16.21	43.44	35.51	35.23	36.38	5.60
Lane Group LOS	B	B	B	D	D	D	D	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	10.02	8.06	8.19	2.66	5.65	5.62	5.74	4.02
50th-Percentile Queue Length [ft/ln]	250.62	201.46	204.86	66.59	141.2	140.4	143.5	100.5
95th-Percentile Queue Length [veh/ln]	15.22	12.71	12.89	4.79	9.55	9.50	9.67	7.24
95th-Percentile Queue Length [ft/ln]	380.44	317.84	322.22	119.86	238.6	237.6	241.8	180.9

Movement, Approach, & Intersection Results

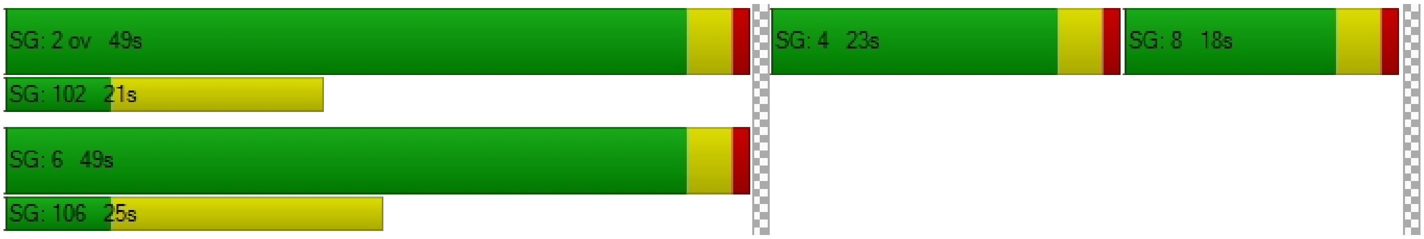
d_M, Delay for Movement [s/veh]	0.00	16.87	0.00	0.00	15.40	16.21	0.00	0.00	43.44	35.51	36.07	5.60
Movement LOS		B			B	B			D	D	D	A
d_A, Approach Delay [s/veh]	16.87			15.41			43.44			15.94		
Approach LOS	B			B			D			B		
d_I, Intersection Delay [s/veh]	16.82											
Intersection LOS	B											
Intersection V/C	0.768											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.72	34.72
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.284	2.837
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	999	999	311	422
d_b, Bicycle Delay [s]	11.29	11.29	32.13	28.05
I_b,int, Bicycle LOS Score for Intersection	2.691	2.551	1.560	3.512
Bicycle LOS	B	B	A	D

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	158	1929	1893	1232	1061	400
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	158	1929	1893	1232	1061	400
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	40	482	473	308	265	0
Total Analysis Volume [veh/h]	158	1929	1893	1232	1061	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	27	49	22	0	51	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	67	52	25
g / C, Green / Cycle	0.11	0.67	0.52	0.25
(v / s)_i Volume / Saturation Flow Rate	0.09	0.28	0.37	0.20
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	193	4552	2658	1296
d1, Uniform Delay [s]	43.62	7.60	18.20	35.37
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.26	0.29	1.65	1.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.42	0.71	0.82
d, Delay for Lane Group [s/veh]	51.89	7.89	19.85	36.70
Lane Group LOS	D	A	B	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	4.24	4.32	10.84	8.14
50th-Percentile Queue Length [ft/ln]	105.96	108.01	271.11	203.56
95th-Percentile Queue Length [veh/ln]	7.61	7.73	16.25	12.82
95th-Percentile Queue Length [ft/ln]	190.37	193.23	406.13	320.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.89	7.89	19.85	0.00	36.70	0.00
Movement LOS	D	A	B		D	
d_A, Approach Delay [s/veh]	11.22		19.85		36.70	
Approach LOS	B		B		D	
d_I, Intersection Delay [s/veh]	19.83					
Intersection LOS	B					
Intersection V/C	0.756					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.656
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	360	940
d_b, Bicycle Delay [s]	15.13	33.62	14.05
I_b,int, Bicycle LOS Score for Intersection	2.420	2.601	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	73.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.102

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	245	768	0	0	1299	182	0	0	0	496	0	1612
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	768	0	0	1299	182	0	0	0	496	0	1612
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	192	0	0	325	46	0	0	0	124	0	403
Total Analysis Volume [veh/h]	245	768	0	0	1299	182	0	0	0	496	0	1612
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	19	54	0	0	35	0	0	0	0	66	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	15	50	31	31		62	62
g / C, Green / Cycle	0.13	0.42	0.26	0.26		0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.14	0.22	0.28	0.28		0.28	0.57
s, saturation flow rate [veh/h]	1781	3560	3560	1756		1781	2813
c, Capacity [veh/h]	223	1486	921	454		919	1452
d1, Uniform Delay [s]	52.47	25.96	44.46	44.46		19.48	29.03
k, delay calibration	0.12	0.50	0.50	0.50		0.13	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	60.10	1.29	50.87	67.69		0.57	52.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	1.10	0.52	1.07	1.09		0.54	1.11
d, Delay for Lane Group [s/veh]	112.57	27.25	95.33	112.15		20.05	81.95
Lane Group LOS	F	C	F	F		C	F
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	10.43	8.37	20.07	21.92		9.25	30.52
50th-Percentile Queue Length [ft/ln]	260.67	209.18	501.74	547.91		231.15	762.95
95th-Percentile Queue Length [veh/ln]	16.35	13.11	28.58	31.10		14.23	42.86
95th-Percentile Queue Length [ft/ln]	408.85	327.77	714.46	777.61		355.82	1071.60

Movement, Approach, & Intersection Results

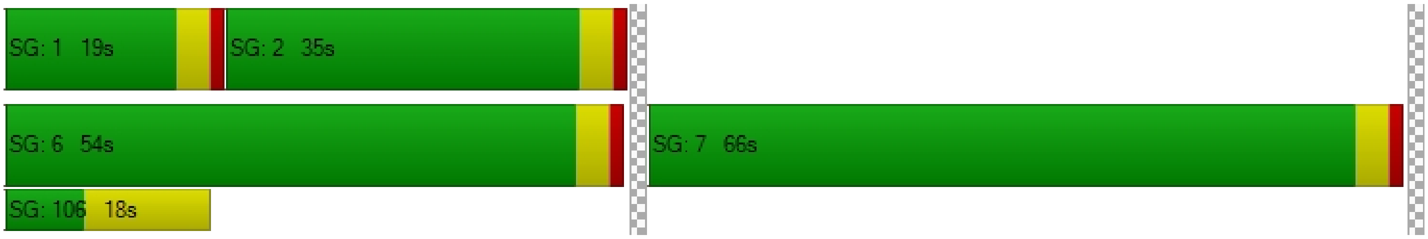
d_M, Delay for Movement [s/veh]	112.57	27.25	0.00	0.00	99.37	112.15	0.00	0.00	0.00	20.05	0.00	81.95
Movement LOS	F	C			F	F				C		F
d_A, Approach Delay [s/veh]	47.89			100.94			0.00			67.39		
Approach LOS	D			F			A			E		
d_I, Intersection Delay [s/veh]	73.89											
Intersection LOS	E											
Intersection V/C	1.102											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	49.50
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.659
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	833	517	0	1033
d_b, Bicycle Delay [s]	20.41	33.00	59.99	14.01
I_b,int, Bicycle LOS Score for Intersection	2.395	2.374	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	827	208	760	1041	0	225	1	195	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	827	208	760	1041	0	225	1	195	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	207	52	190	260	0	56	0	49	0	0	0
Total Analysis Volume [veh/h]	0	827	208	760	1041	0	225	1	195	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	47	65	0	0	25	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	41	41	23	68	14	14	
g / C, Green / Cycle	0.46	0.46	0.26	0.76	0.15	0.15	
(v / s)_i Volume / Saturation Flow Rate	0.28	0.30	0.22	0.29	0.12	0.12	
s, saturation flow rate [veh/h]	1870	1746	3459	3560	1781	1593	
c, Capacity [veh/h]	854	798	892	2703	271	242	
d1, Uniform Delay [s]	18.37	18.88	31.77	3.69	36.99	37.00	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.18	4.07	2.42	0.42	6.10	6.82	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.61	0.65	0.85	0.39	0.82	0.82	
d, Delay for Lane Group [s/veh]	21.55	22.95	34.19	4.11	43.08	43.82	
Lane Group LOS	C	C	C	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	8.40	8.76	7.93	2.46	5.11	4.63	
50th-Percentile Queue Length [ft/ln]	210.11	219.09	198.34	61.51	127.67	115.66	
95th-Percentile Queue Length [veh/ln]	13.16	13.62	12.55	4.43	8.81	8.15	
95th-Percentile Queue Length [ft/ln]	328.97	340.46	313.83	110.72	220.33	203.84	

Movement, Approach, & Intersection Results

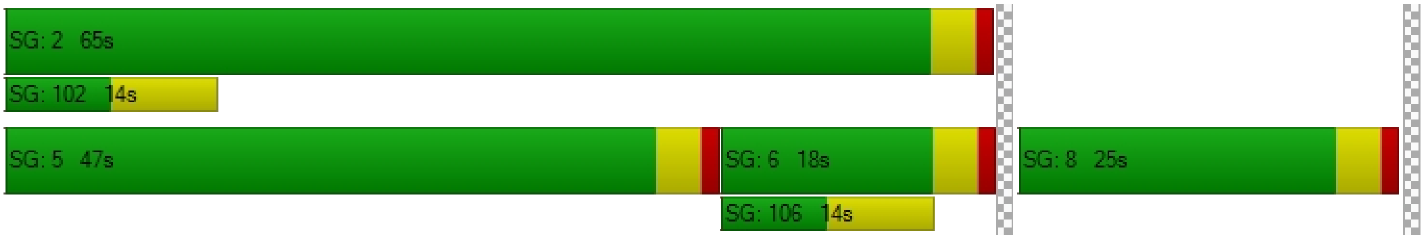
d_M, Delay for Movement [s/veh]	0.00	22.08	22.95	34.19	4.11	0.00	43.13	43.82	43.82	0.00	0.00	0.00
Movement LOS		C	C	C	A		D	D	D			
d_A, Approach Delay [s/veh]	22.25			16.80			43.43			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	21.97											
Intersection LOS	C											
Intersection V/C	0.740											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.077	2.187
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	1355	467	0
d_b, Bicycle Delay [s]	32.10	4.68	26.46	45.01
I_b,int, Bicycle LOS Score for Intersection	2.413	3.045	2.254	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E-XII

YEAR 2045 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	19.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.942

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	1169	0	1176	0	2102	1325	0	1609	177
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1169	0	1176	0	2102	1325	0	1609	177
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	292	0	294	0	526	331	0	402	44
Total Analysis Volume [veh/h]	0	0	0	1169	0	1176	0	2102	1325	0	1609	177
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	45	0	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		68	68	68	68
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		30	30	30	30
g / C, Green / Cycle		0.44	0.44	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate		0.34	0.42	0.41	0.32
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1525	1240	2249	2249
d1, Uniform Delay [s]		16.05	18.25	18.04	15.49
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.83	4.77	2.30	0.43
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.77	0.95	0.93	0.72
d, Delay for Lane Group [s/veh]		16.88	23.02	20.34	15.93
Lane Group LOS		B	C	C	B
Critical Lane Group		No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		6.95	8.57	9.60	6.09
50th-Percentile Queue Length [ft/ln]		173.66	214.21	240.12	152.19
95th-Percentile Queue Length [veh/ln]		11.27	13.37	14.69	10.13
95th-Percentile Queue Length [ft/ln]		281.72	334.22	367.19	253.35

Movement, Approach, & Intersection Results

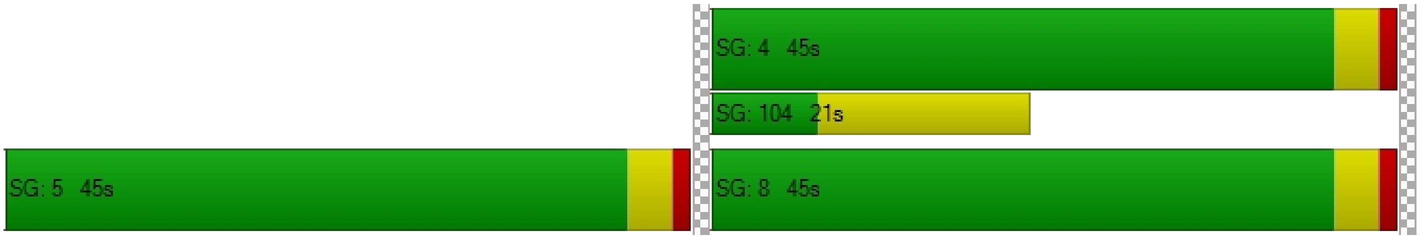
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	16.88	0.00	23.02	0.00	20.34	0.00	0.00	15.93	0.00
Movement LOS				B		C		C			B	
d_A, Approach Delay [s/veh]	0.00			19.96			20.34			15.93		
Approach LOS	A			B			C			B		
d_I, Intersection Delay [s/veh]	19.02											
Intersection LOS	B											
Intersection V/C	0.942											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	23.85	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.742	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1207	1207	1207
d_b, Bicycle Delay [s]	33.96	5.33	5.33	5.33
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.716	2.445
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	34.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.972

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰↱ ↱						↑ ↑ ↱ ↱			↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	1024	0	1190	0	0	0	0	1937	1184	0	507	297
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1024	0	1190	0	0	0	0	1937	1184	0	507	297
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	256	0	298	0	0	0	0	484	296	0	127	74
Total Analysis Volume [veh/h]	1024	0	1190	0	0	0	0	1937	1184	0	507	297
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	32	0	0	0	0	0	0	58	0	0	58	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	59		59	59
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	21		30	30
g / C, Green / Cycle	0.36		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.30		0.54	0.10
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1232		1810	2589
d1, Uniform Delay [s]	17.38		14.51	7.92
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.53		34.62	0.04
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.83		1.07	0.20
d, Delay for Lane Group [s/veh]	18.91		49.12	7.96
Lane Group LOS	B		F	A
Critical Lane Group	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	5.84		18.19	0.98
50th-Percentile Queue Length [ft/ln]	146.02		454.85	24.42
95th-Percentile Queue Length [veh/ln]	9.80		26.48	1.76
95th-Percentile Queue Length [ft/ln]	245.11		661.94	43.95

Movement, Approach, & Intersection Results

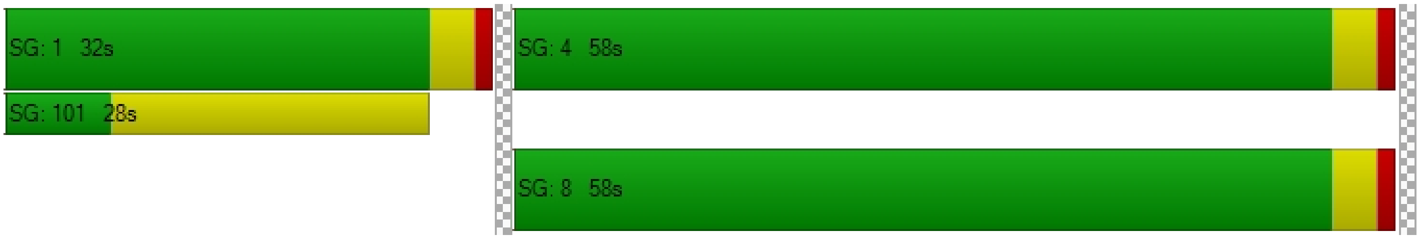
d_M, Delay for Movement [s/veh]	18.91	0.00	0.00	0.00	0.00	0.00	0.00	49.12	0.00	0.00	7.96	0.00
Movement LOS	B							F			A	
d_A, Approach Delay [s/veh]	18.91			0.00			49.12			7.96		
Approach LOS	B			A			D			A		
d_I, Intersection Delay [s/veh]	34.18											
Intersection LOS	C											
Intersection V/C	0.972											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	19.50
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.826
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	950	0	1832	1832
d_b, Bicycle Delay [s]	8.12	29.47	0.21	0.21
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	3.158	1.838
Bicycle LOS	A	D	C	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	421	7	110	58	0	86	23	278	0	0	149	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	421	7	110	58	0	86	23	278	0	0	149	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	2	28	15	0	22	6	70	0	0	37	5
Total Analysis Volume [veh/h]	421	7	110	58	0	86	23	278	0	0	149	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	57	0	57	0	0	10	33	0	0	23	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	33	33	33	3	49	42	42
g / C, Green / Cycle	0.37	0.37	0.37	0.37	0.37	0.03	0.54	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.32	0.04	0.04	0.05	0.05	0.01	0.08	0.05	0.05
s, saturation flow rate [veh/h]	1311	1618	1589	1275	1589	1781	3560	1870	1795
c, Capacity [veh/h]	534	593	583	491	583	52	1939	880	845
d1, Uniform Delay [s]	28.31	18.74	18.74	21.63	19.09	42.96	10.12	13.20	13.22
k, delay calibration	0.13	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.10	0.07	0.07	0.11	0.12	5.74	0.16	0.22	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.10	0.10	0.12	0.15	0.44	0.14	0.10	0.10
d, Delay for Lane Group [s/veh]	31.41	18.82	18.82	21.73	19.21	48.69	10.28	13.41	13.46
Lane Group LOS	C	B	B	C	B	D	B	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.80	0.80	0.79	0.87	1.20	0.58	1.33	0.97	0.97
50th-Percentile Queue Length [ft/ln]	219.92	20.12	19.77	21.69	29.89	14.54	33.13	24.23	24.34
95th-Percentile Queue Length [veh/ln]	13.66	1.45	1.42	1.56	2.15	1.05	2.39	1.74	1.75
95th-Percentile Queue Length [ft/ln]	341.52	36.21	35.59	39.04	53.80	26.17	59.63	43.62	43.81

Movement, Approach, & Intersection Results

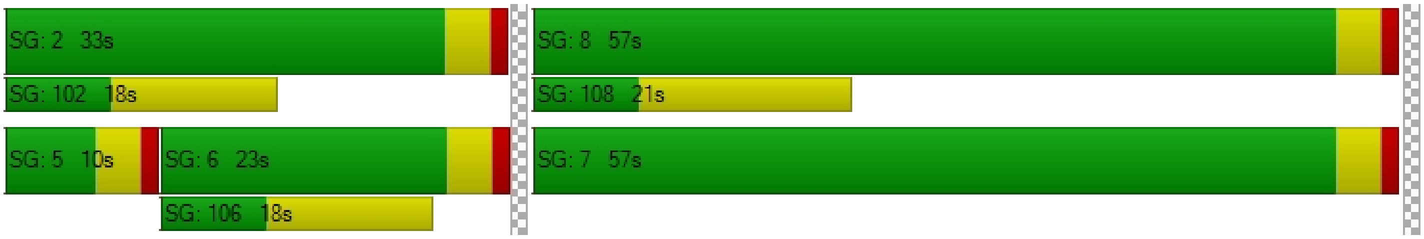
d_M, Delay for Movement [s/veh]	31.41	18.82	18.82	21.73	0.00	19.21	48.69	10.28	0.00	0.00	13.43	13.46
Movement LOS	C	B	B	C		B	D	B			B	B
d_A, Approach Delay [s/veh]	28.67			20.23			13.21			13.44		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	21.34											
Intersection LOS	C											
Intersection V/C	0.461											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.262	2.003	0.000	2.363
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1178	1178	644	422
d_b, Bicycle Delay [s]	7.61	7.61	20.67	28.01
I_b,int, Bicycle LOS Score for Intersection	2.447	1.560	1.808	1.699
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	29.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.841

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↑			↑↑↑↑↑↑↱						↰↰↱↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	219	1085	0	0	2971	355	0	0	0	735	0	941
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	219	1085	0	0	2971	355	0	0	0	735	0	941
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	271	0	0	743	89	0	0	0	184	0	235
Total Analysis Volume [veh/h]	219	1085	0	0	2971	355	0	0	0	735	0	941
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	20	60	0	0	40	0	0	0	0	50	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	110	110	110	110		110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	15	61	42	42		41	41
g / C, Green / Cycle	0.14	0.55	0.38	0.38		0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.12	0.21	0.29	0.22		0.21	0.33
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	248	2823	3858	602		1290	1049
d1, Uniform Delay [s]	46.46	13.88	29.96	27.33		27.45	32.48
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	10.02	0.40	1.54	4.20		0.40	3.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.38	0.77	0.59		0.57	0.90
d, Delay for Lane Group [s/veh]	56.48	14.28	31.50	31.53		27.84	35.49
Lane Group LOS	E	B	C	C		C	D
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	6.54	5.04	11.53	8.06		7.66	11.94
50th-Percentile Queue Length [ft/ln]	163.43	125.96	288.19	201.52		191.57	298.51
95th-Percentile Queue Length [veh/ln]	10.73	8.72	17.10	12.72		12.20	17.61
95th-Percentile Queue Length [ft/ln]	268.26	217.99	427.40	317.93		305.07	440.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.48	14.28	0.00	0.00	31.50	31.53	0.00	0.00	0.00	27.84	0.00	35.49
Movement LOS	E	B			C	C				C		D
d_A, Approach Delay [s/veh]	21.37			31.50			0.00			32.14		
Approach LOS	C			C			A			C		
d_I, Intersection Delay [s/veh]	29.58											
Intersection LOS	C											
Intersection V/C	0.841											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	44.54	44.54
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.993	2.636
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1018	655	0	836
d_b, Bicycle Delay [s]	13.25	24.88	54.99	18.61
I_b,int, Bicycle LOS Score for Intersection	2.277	2.474	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	42.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.023

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	1095	1351	1849	2012	0	233	0	393	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1095	1351	1849	2012	0	233	0	393	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	274	338	462	503	0	58	0	98	0	0	0
Total Analysis Volume [veh/h]	0	1095	1351	1849	2012	0	233	0	393	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	54	0	45	99	0	21	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	120	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	50	50	50	41	95	17	17	
g / C, Green / Cycle	0.42	0.42	0.42	0.34	0.79	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.21	0.42	0.42	0.36	0.39	0.07	0.14	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2122	662	662	1772	4031	491	399	
d1, Uniform Delay [s]	26.01	35.00	35.00	39.50	4.31	47.36	51.34	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.90	40.18	40.18	23.92	0.44	0.71	17.56	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.52	1.02	1.02	1.04	0.50	0.47	0.98	
d, Delay for Lane Group [s/veh]	26.91	75.18	75.18	63.42	4.76	48.07	68.90	
Lane Group LOS	C	F	F	F	A	D	E	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.88	26.18	26.18	21.02	4.67	3.26	6.85	
50th-Percentile Queue Length [ft/ln]	196.91	654.52	654.52	525.47	116.75	81.53	171.20	
95th-Percentile Queue Length [veh/ln]	12.48	35.10	35.10	29.37	8.21	5.87	11.14	
95th-Percentile Queue Length [ft/ln]	311.97	877.45	877.45	734.23	205.36	146.76	278.49	

Movement, Approach, & Intersection Results

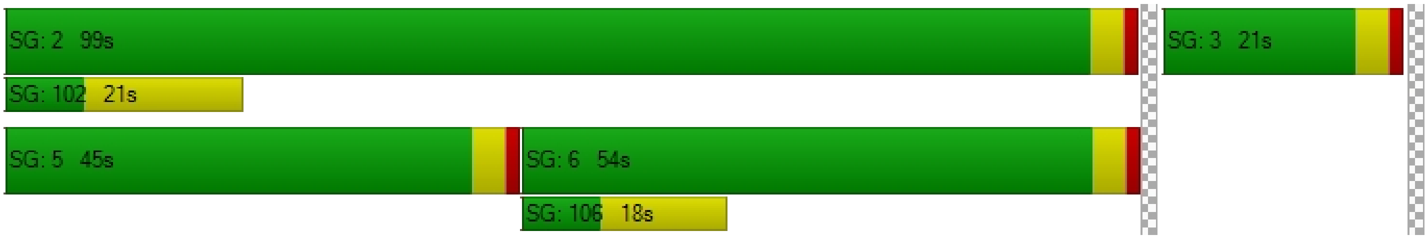
d_M, Delay for Movement [s/veh]	0.00	26.91	75.18	63.42	4.76	0.00	48.07	0.00	68.90	0.00	0.00	0.00
Movement LOS		C	F	F	A		D		E			
d_A, Approach Delay [s/veh]	53.57			32.85			61.15			0.00		
Approach LOS	D			C			E			A		
d_I, Intersection Delay [s/veh]	42.71											
Intersection LOS	D											
Intersection V/C	1.023											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.436	2.994
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	833	1584	283	0
d_b, Bicycle Delay [s]	20.41	2.60	44.20	59.99
I_b,int, Bicycle LOS Score for Intersection	2.569	3.683	1.560	4.132
Bicycle LOS	B	D	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↑ ↑ ↑ ↱			↑ ↑ ↑ ↑ ↑↱			↱ ↱			↰ ↰↑ ↑ ↱ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	2009	231	0	3051	9	0	0	41	304	88	943
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2009	231	0	3051	9	0	0	41	304	88	943
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	502	58	0	763	2	0	0	10	76	22	236
Total Analysis Volume [veh/h]	0	2009	231	0	3051	9	0	0	41	304	88	943
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	29	0	0	29	0	0	0	10	0	51	51
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	60	60	60	4	14	14	14	78
g / C, Green / Cycle	0.67	0.67	0.67	0.04	0.16	0.16	0.16	0.87
(v / s)_i Volume / Saturation Flow Rate	0.30	0.36	0.33	0.01	0.09	0.09	0.05	0.34
s, saturation flow rate [veh/h]	6792	6792	1865	2813	1781	1781	1702	2813
c, Capacity [veh/h]	4518	4518	1241	124	281	281	268	2440
d1, Uniform Delay [s]	7.16	7.89	7.51	41.76	34.94	34.94	33.70	1.19
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.32	0.47	1.40	1.55	1.63	1.63	0.71	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.54	0.49	0.33	0.54	0.54	0.33	0.39
d, Delay for Lane Group [s/veh]	7.48	8.36	8.91	43.31	36.56	36.56	34.40	1.66
Lane Group LOS	A	A	A	D	D	D	C	A
Critical Lane Group	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.99	5.37	5.45	0.46	3.15	3.15	1.74	0.46
50th-Percentile Queue Length [ft/ln]	99.79	134.21	136.34	11.61	78.78	78.78	43.54	11.42
95th-Percentile Queue Length [veh/ln]	7.18	9.17	9.28	0.84	5.67	5.67	3.13	0.82
95th-Percentile Queue Length [ft/ln]	179.61	229.21	232.09	20.89	141.8	141.8	78.37	20.55

Movement, Approach, & Intersection Results

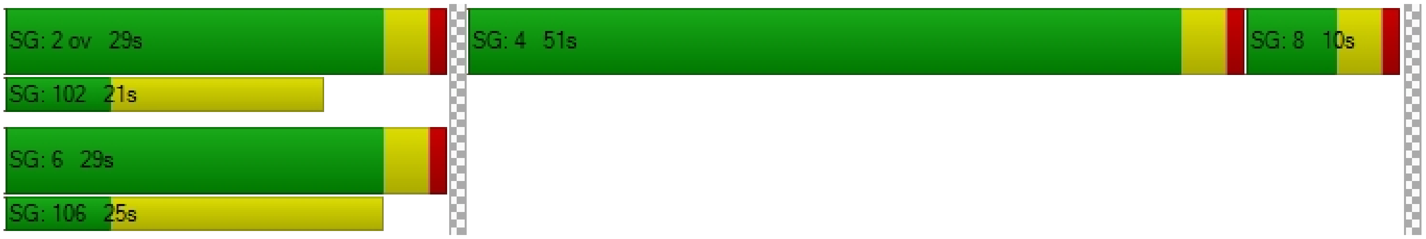
d_M, Delay for Movement [s/veh]	0.00	7.48	0.00	0.00	8.47	8.91	0.00	0.00	43.31	36.56	34.40	1.66
Movement LOS		A			A	A			D	D	C	A
d_A, Approach Delay [s/veh]	7.48			8.47			43.31			11.76		
Approach LOS	A			A			D			B		
d_I, Intersection Delay [s/veh]	9.07											
Intersection LOS	A											
Intersection V/C	0.531											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.164	2.669
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	555	133	1044
d_b, Bicycle Delay [s]	23.48	23.48	39.21	10.28
I_b,int, Bicycle LOS Score for Intersection	2.388	2.569	1.560	2.661
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↰↑↑↑↑		↑↑↑↱↱		↰↰↰↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	139	1399	1283	1324	843	624
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	1399	1283	1324	843	624
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	35	350	321	331	211	0
Total Analysis Volume [veh/h]	139	1399	1283	1324	843	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	30	52	22	0	38	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	63	51	19
g / C, Green / Cycle	0.10	0.71	0.56	0.21
(v / s)_i Volume / Saturation Flow Rate	0.08	0.21	0.25	0.16
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	176	4788	2861	1070
d1, Uniform Delay [s]	39.66	4.94	11.56	33.88
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.66	0.16	0.51	1.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.29	0.45	0.79
d, Delay for Lane Group [s/veh]	47.32	5.09	12.07	35.21
Lane Group LOS	D	A	B	D
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.34	2.03	4.75	5.83
50th-Percentile Queue Length [ft/ln]	83.47	50.73	118.63	145.65
95th-Percentile Queue Length [veh/ln]	6.01	3.65	8.32	9.78
95th-Percentile Queue Length [ft/ln]	150.24	91.31	207.94	244.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.32	5.09	12.07	0.00	35.21	0.00
Movement LOS	D	A	B		D	
d_A, Approach Delay [s/veh]	8.91		12.07		35.21	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	16.07					
Intersection LOS	B					
Intersection V/C	0.568					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.612
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1066	400	755
d_b, Bicycle Delay [s]	9.81	28.81	17.43
I_b,int, Bicycle LOS Score for Intersection	2.194	2.265	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	195	417	0	0	1266	117	0	0	0	212	0	652
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	417	0	0	1266	117	0	0	0	212	0	652
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	104	0	0	317	29	0	0	0	53	0	163
Total Analysis Volume [veh/h]	195	417	0	0	1266	117	0	0	0	212	0	652
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	23	37	0	0	14	0	0	0	0	63	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	65	48	48		27	27
g / C, Green / Cycle	0.13	0.65	0.48	0.48		0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.11	0.12	0.26	0.26		0.12	0.23
s, saturation flow rate [veh/h]	1781	3560	3560	1790		1781	2813
c, Capacity [veh/h]	230	2323	1722	865		476	752
d1, Uniform Delay [s]	42.59	6.84	18.00	17.96		30.46	34.93
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.43	0.17	1.20	2.34		0.65	3.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.18	0.54	0.53		0.45	0.87
d, Delay for Lane Group [s/veh]	51.03	7.01	19.20	20.31		31.12	38.12
Lane Group LOS	D	A	B	C		C	D
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	5.21	1.65	7.41	7.68		4.29	7.74
50th-Percentile Queue Length [ft/ln]	130.14	41.31	185.36	191.95		107.24	193.62
95th-Percentile Queue Length [veh/ln]	8.95	2.97	11.88	12.22		7.69	12.31
95th-Percentile Queue Length [ft/ln]	223.69	74.37	297.00	305.56		192.16	307.72

Movement, Approach, & Intersection Results

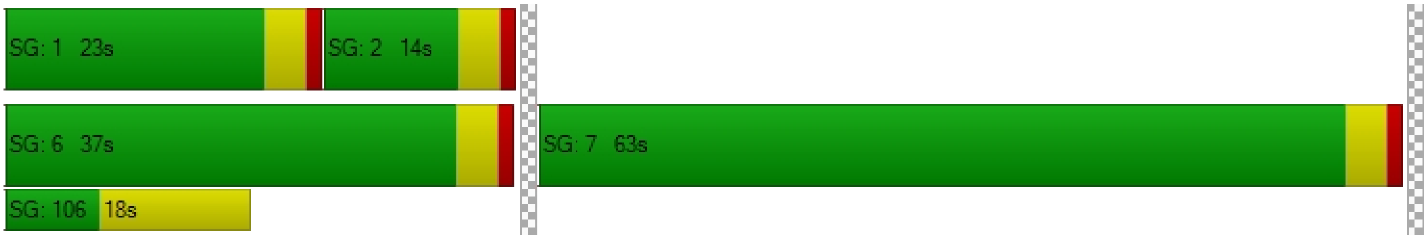
d_M, Delay for Movement [s/veh]	51.03	7.01	0.00	0.00	19.50	20.31	0.00	0.00	0.00	31.12	0.00	38.12
Movement LOS	D	A			B	C				C		D
d_A, Approach Delay [s/veh]	21.03			19.57			0.00			36.40		
Approach LOS	C			B			A			D		
d_I, Intersection Delay [s/veh]	24.97											
Intersection LOS	C											
Intersection V/C	0.682											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.347
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	200	0	1180
d_b, Bicycle Delay [s]	22.45	40.50	50.00	8.41
I_b,int, Bicycle LOS Score for Intersection	2.065	2.320	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	30.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	456	462	777	873	0	147	34	250	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	456	462	777	873	0	147	34	250	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	114	116	194	218	0	37	9	63	0	0	0
Total Analysis Volume [veh/h]	0	456	462	777	873	0	147	34	250	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	49	0	39	88	0	0	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	55	55	30	89	23	23	
g / C, Green / Cycle	0.46	0.46	0.25	0.74	0.19	0.19	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.29	0.22	0.25	0.08	0.18	
s, saturation flow rate [veh/h]	1870	1589	3459	3560	1781	1619	
c, Capacity [veh/h]	859	730	856	2636	344	312	
d1, Uniform Delay [s]	23.17	24.70	43.80	5.36	42.56	47.36	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.23	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.34	4.14	4.08	0.34	0.84	18.38	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.53	0.63	0.91	0.33	0.43	0.91	
d, Delay for Lane Group [s/veh]	25.52	28.85	47.87	5.70	43.40	65.73	
Lane Group LOS	C	C	D	A	D	E	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	9.69	10.70	11.60	3.46	3.93	9.86	
50th-Percentile Queue Length [ft/ln]	242.23	267.52	290.04	86.60	98.15	246.55	
95th-Percentile Queue Length [veh/ln]	14.79	16.07	17.19	6.24	7.07	15.01	
95th-Percentile Queue Length [ft/ln]	369.86	401.63	429.69	155.88	176.67	375.30	

Movement, Approach, & Intersection Results

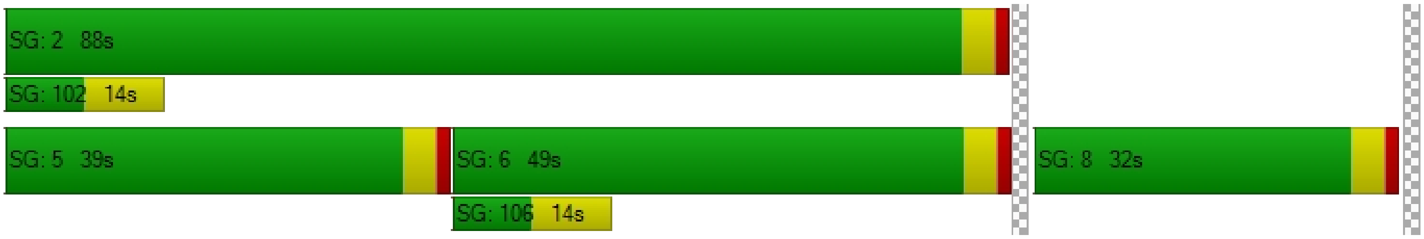
d_M, Delay for Movement [s/veh]	0.00	25.52	28.85	47.87	5.70	0.00	43.40	65.73	65.73	0.00	0.00	0.00
Movement LOS		C	C	D	A		D	E	E			
d_A, Approach Delay [s/veh]	27.19			25.56			58.12			0.00		
Approach LOS	C			C			E			A		
d_I, Intersection Delay [s/veh]	30.74											
Intersection LOS	C											
Intersection V/C	0.768											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.49	49.49
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.094	2.349
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	750	1400	467	0
d_b, Bicycle Delay [s]	23.42	5.39	35.25	59.98
I_b,int, Bicycle LOS Score for Intersection	2.317	2.921	2.271	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 12: SR-55 SB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	15.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.846

Intersection Setup

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↰↱↱			↑↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	No			Yes			No			No		

Volumes

Name				SR-55 SB Ramp			MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	0	0	0	353	0	996	0	1605	1281	0	1960	738
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	353	0	996	0	1605	1281	0	1960	738
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	88	0	249	0	401	320	0	490	185
Total Analysis Volume [veh/h]	0	0	0	353	0	996	0	1605	1281	0	1960	738
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	0	0	0	5	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	6	0	0	0	10	0	0	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	0	30	0
Amber [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	46	0	0	0	49	0	0	49	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall				No				No			No	
Maximum Recall				No				No			No	
Pedestrian Recall				No				No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	C
C, Cycle Length [s]		63	63	63	63
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		26	26	29	29
g / C, Green / Cycle		0.41	0.41	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate		0.10	0.35	0.32	0.38
s, saturation flow rate [veh/h]		3459	2813	5094	5094
c, Capacity [veh/h]		1416	1152	2365	2365
d1, Uniform Delay [s]		12.30	17.10	13.28	14.78
k, delay calibration		0.11	0.11	0.11	0.11
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.09	2.08	0.35	0.79
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.25	0.86	0.68	0.83
d, Delay for Lane Group [s/veh]		12.39	19.18	13.62	15.57
Lane Group LOS		B	B	B	B
Critical Lane Group		No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]		1.49	6.11	5.17	7.09
50th-Percentile Queue Length [ft/ln]		37.28	152.80	129.18	177.36
95th-Percentile Queue Length [veh/ln]		2.68	10.17	8.89	11.46
95th-Percentile Queue Length [ft/ln]		67.11	254.16	222.37	286.56

Movement, Approach, & Intersection Results

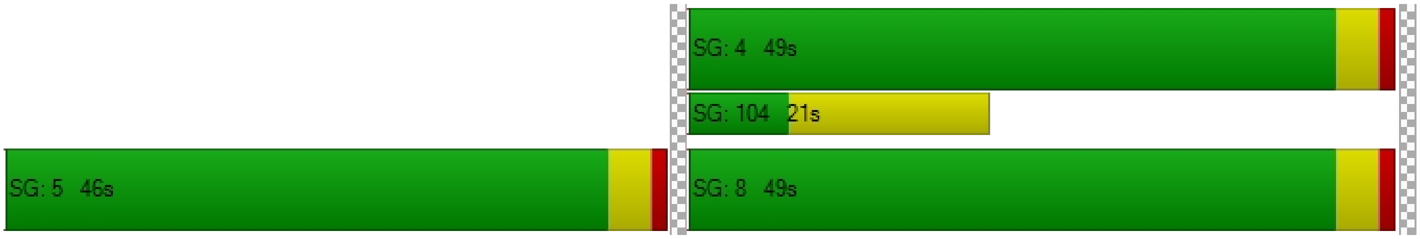
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	12.39	0.00	19.18	0.00	13.62	0.00	0.00	15.57	0.00
Movement LOS				B		B		B			B	
d_A, Approach Delay [s/veh]	0.00			17.40			13.62			15.57		
Approach LOS	A			B			B			B		
d_I, Intersection Delay [s/veh]	15.44											
Intersection LOS	B											
Intersection V/C	0.846											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.56	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.543	0.000	0.000
Crosswalk LOS	F	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1329	1424	1424
d_b, Bicycle Delay [s]	31.61	3.56	2.62	2.62
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.442	2.638
Bicycle LOS	D	A	B	B

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: SR-55 NB Ramps at MacArthur Blvd

Control Type:	Signalized	Delay (sec / veh):	10.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

Intersection Setup

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↱						↑↑↱↱			↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	No			No			No			Yes		

Volumes

Name	SR-55 NB Ramp						MacArthur Blvd			MacArthur Blvd		
Base Volume Input [veh/h]	822	0	521	0	0	0	0	860	976	0	1776	1314
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	822	0	521	0	0	0	0	860	976	0	1776	1314
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	206	0	130	0	0	0	0	215	244	0	444	329
Total Analysis Volume [veh/h]	822	0	521	0	0	0	0	860	976	0	1776	1314
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Unsigna
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	10	0	0	10	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	45	0	0	0	0	0	0	65	0	0	65	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	7	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	21	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L		C	C
C, Cycle Length [s]	47		47	47
L, Total Lost Time per Cycle [s]	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00		2.00	2.00
g_i, Effective Green Time [s]	15		25	25
g / C, Green / Cycle	0.31		0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.24		0.24	0.35
s, saturation flow rate [veh/h]	3459		3560	5094
c, Capacity [veh/h]	1083		1845	2640
d1, Uniform Delay [s]	14.69		7.26	8.46
k, delay calibration	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00		1.00	1.00
d2, Incremental Delay [s]	1.12		0.18	0.30
d3, Initial Queue Delay [s]	0.00		0.00	0.00
Rp, platoon ratio	1.00		1.00	1.00
PF, progression factor	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.76		0.47	0.67
d, Delay for Lane Group [s/veh]	15.81		7.45	8.76
Lane Group LOS	B		A	A
Critical Lane Group	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	3.48		2.00	3.20
50th-Percentile Queue Length [ft/ln]	87.08		49.96	80.05
95th-Percentile Queue Length [veh/ln]	6.27		3.60	5.76
95th-Percentile Queue Length [ft/ln]	156.74		89.93	144.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.81	0.00	0.00	0.00	0.00	0.00	0.00	7.45	0.00	0.00	8.76	0.00
Movement LOS	B							A			A	
d_A, Approach Delay [s/veh]	15.81			0.00			7.45			8.76		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	10.11											
Intersection LOS	B											
Intersection V/C	0.706											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	13.92
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.844
Crosswalk LOS	F	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1734	0	2580	2580
d_b, Bicycle Delay [s]	0.42	23.65	1.99	1.99
I_b,int, Bicycle LOS Score for Intersection	1.560	4.132	2.269	2.536
Bicycle LOS	A	D	B	B

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: I-405 NB Off-Ramp at South Coast Drive

Control Type:	Signalized	Delay (sec / veh):	22.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-405 NB Off-Ramp			The Cape Dwy			South Coast Drive			South Coast Drive		
Base Volume Input [veh/h]	570	36	231	34	0	46	51	505	0	0	462	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	570	36	231	34	0	46	51	505	0	0	462	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	143	9	58	9	0	12	13	126	0	0	116	10
Total Analysis Volume [veh/h]	570	36	231	34	0	46	51	505	0	0	462	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	0	0	6	10	0	0	10	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	58	0	0	10	32	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	42	42	4	40	32	32
g / C, Green / Cycle	0.46	0.46	0.46	0.46	0.46	0.05	0.45	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.42	0.08	0.08	0.03	0.03	0.03	0.14	0.13	0.14
s, saturation flow rate [veh/h]	1360	1656	1589	1112	1589	1781	3560	1870	1819
c, Capacity [veh/h]	684	768	737	522	737	86	1592	663	645
d1, Uniform Delay [s]	23.90	14.08	14.11	16.85	13.32	41.98	16.02	21.64	21.74
k, delay calibration	0.24	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.93	0.11	0.12	0.05	0.04	6.44	0.52	1.64	1.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.18	0.18	0.07	0.06	0.60	0.32	0.38	0.39
d, Delay for Lane Group [s/veh]	29.83	14.19	14.22	16.90	13.36	48.42	16.55	23.29	23.50
Lane Group LOS	C	B	B	B	B	D	B	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	11.90	1.56	1.54	0.43	0.50	1.25	3.34	4.15	4.18
50th-Percentile Queue Length [ft/ln]	297.51	39.11	38.39	10.84	12.61	31.29	83.51	103.76	104.53
95th-Percentile Queue Length [veh/ln]	17.56	2.82	2.76	0.78	0.91	2.25	6.01	7.47	7.53
95th-Percentile Queue Length [ft/ln]	438.95	70.40	69.10	19.52	22.70	56.32	150.32	186.77	188.15

Movement, Approach, & Intersection Results

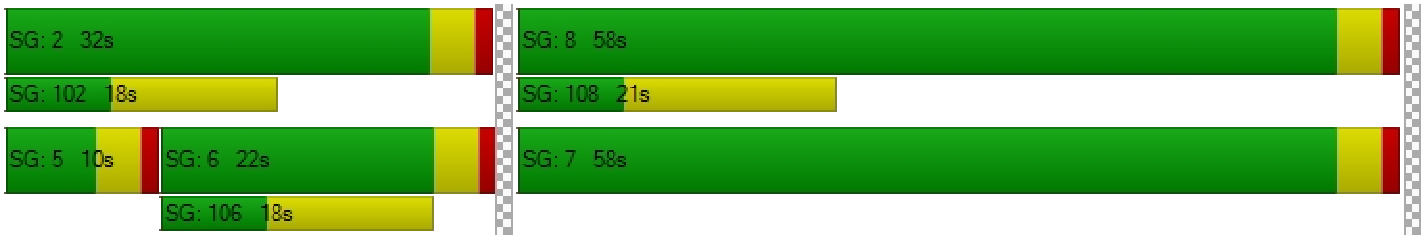
d_M, Delay for Movement [s/veh]	29.83	14.19	14.21	16.90	0.00	13.36	48.42	16.55	0.00	0.00	23.39	23.50
Movement LOS	C	B	B	B		B	D	B			C	C
d_A, Approach Delay [s/veh]	24.85			14.86			19.47			23.40		
Approach LOS	C			B			B			C		
d_I, Intersection Delay [s/veh]	22.56											
Intersection LOS	C											
Intersection V/C	0.676											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.335	2.007	0.000	2.489
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	1200	622	400
d_b, Bicycle Delay [s]	7.20	7.20	21.36	28.80
I_b,int, Bicycle LOS Score for Intersection	2.941	1.560	2.018	1.974
Bicycle LOS	C	A	B	A

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Fairview Road at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	37.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.924

Intersection Setup

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Road			Fairview Road			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	263	1619	0	0	2275	318	0	0	0	1012	0	1284
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	263	1619	0	0	2275	318	0	0	0	1012	0	1284
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	405	0	0	569	80	0	0	0	253	0	321
Total Analysis Volume [veh/h]	263	1619	0	0	2275	318	0	0	0	1012	0	1284
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	23	52	0	0	29	0	0	0	0	63	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	115	115	115	115		115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	19	50	28	28		57	57
g / C, Green / Cycle	0.16	0.44	0.24	0.24		0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.15	0.32	0.22	0.20		0.29	0.46
s, saturation flow rate [veh/h]	1781	5094	10188	1589		3459	2813
c, Capacity [veh/h]	289	2230	2450	382		1704	1386
d1, Uniform Delay [s]	47.30	26.63	42.69	41.45		20.91	27.22
k, delay calibration	0.13	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	12.52	2.10	7.71	18.70		0.33	3.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.73	0.93	0.83		0.59	0.93
d, Delay for Lane Group [s/veh]	59.82	28.74	50.40	60.15		21.25	30.44
Lane Group LOS	E	C	D	E		C	C
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	8.37	12.36	11.31	10.48		9.60	16.34
50th-Percentile Queue Length [ft/ln]	209.23	309.05	282.80	262.11		240.06	408.60
95th-Percentile Queue Length [veh/ln]	13.11	18.13	16.83	15.79		14.68	22.97
95th-Percentile Queue Length [ft/ln]	327.85	453.20	420.70	394.87		367.12	574.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.82	28.74	0.00	0.00	50.40	60.15	0.00	0.00	0.00	21.25	0.00	30.44
Movement LOS	E	C			D	E				C		C
d_A, Approach Delay [s/veh]	33.08			51.60			0.00			26.39		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	37.90											
Intersection LOS	D											
Intersection V/C	0.924											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	47.01	47.01
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.002	2.759
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	835	435	0	1026
d_b, Bicycle Delay [s]	19.51	35.21	57.49	13.63
I_b,int, Bicycle LOS Score for Intersection	2.595	2.273	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 29: Fairview Road at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	31.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.871

Intersection Setup

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↑↑↱↱			↰↰↰↑↑↑			↰↰↱↱					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Fairview Rd			Fairview Rd			I-405 SB Ramps			I-405 SB Ramps		
Base Volume Input [veh/h]	0	2313	777	1251	1978	0	375	0	433	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2313	777	1251	1978	0	375	0	433	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	578	194	313	495	0	94	0	108	0	0	0
Total Analysis Volume [veh/h]	0	2313	777	1251	1978	0	375	0	433	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	45	0	46	91	0	29	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	R	
C, Cycle Length [s]	120	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	53	53	53	33	91	21	21	
g / C, Green / Cycle	0.45	0.45	0.45	0.28	0.76	0.18	0.18	
(v / s)_i Volume / Saturation Flow Rate	0.36	0.39	0.39	0.24	0.39	0.11	0.15	
s, saturation flow rate [veh/h]	5094	1589	1589	5188	5094	3459	2813	
c, Capacity [veh/h]	2273	709	709	1437	3853	612	497	
d1, Uniform Delay [s]	28.92	30.09	30.09	41.31	5.81	45.58	48.03	
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.37	13.87	13.87	1.77	0.49	1.00	4.85	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.82	0.87	0.87	0.87	0.51	0.61	0.87	
d, Delay for Lane Group [s/veh]	32.29	43.97	43.97	43.08	6.30	46.58	52.88	
Lane Group LOS	C	D	D	D	A	D	D	
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	15.85	18.49	18.49	11.89	5.82	5.25	6.62	
50th-Percentile Queue Length [ft/ln]	396.17	462.16	462.16	297.18	145.40	131.17	165.39	
95th-Percentile Queue Length [veh/ln]	22.38	25.54	25.54	17.54	9.77	9.00	10.83	
95th-Percentile Queue Length [ft/ln]	559.39	638.44	638.44	438.53	244.27	225.09	270.85	

Movement, Approach, & Intersection Results

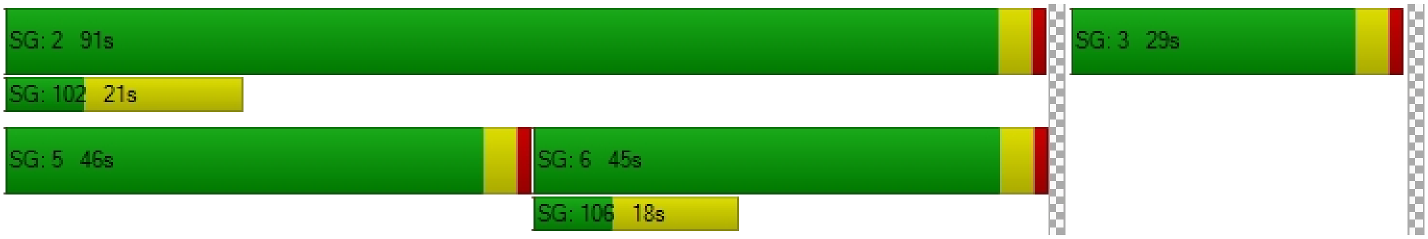
d_M, Delay for Movement [s/veh]	0.00	32.29	43.97	43.08	6.30	0.00	46.58	0.00	52.88	0.00	0.00	0.00
Movement LOS		C	D	D	A		D		D			
d_A, Approach Delay [s/veh]	36.96			20.55			49.95			0.00		
Approach LOS	D			C			D			A		
d_I, Intersection Delay [s/veh]	31.00											
Intersection LOS	C											
Intersection V/C	0.871											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.49	49.49
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.471	2.613
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	684	1450	417	0
d_b, Bicycle Delay [s]	25.99	4.53	37.59	59.98
I_b,int, Bicycle LOS Score for Intersection	2.834	3.336	1.560	4.132
Bicycle LOS	C	C	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 30: Bristol Street at I-405 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bristol Street			Bristol Street			I-405 NB Ramps			I-405 NB Ramps		
Base Volume Input [veh/h]	0	2850	275	0	3091	24	0	0	234	443	370	1639
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2850	275	0	3091	24	0	0	234	443	370	1639
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	713	69	0	773	6	0	0	59	111	93	410
Total Analysis Volume [veh/h]	0	2850	275	0	3091	24	0	0	234	443	370	1639
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Split	Overlap
Signal Group	0	6	0	0	2	0	0	0	8	0	4	4
Auxiliary Signal Groups												2,4
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	6	0	10	10
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	30	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	0	51	0	0	51	0	0	0	16	0	23	23
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall		No			No				No		No	No
Maximum Recall		No			No				No		No	No
Pedestrian Recall		No			No				No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R	L	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	50	50	50	9	19	19	19	73
g / C, Green / Cycle	0.55	0.55	0.55	0.11	0.21	0.21	0.21	0.81
(v / s)_i Volume / Saturation Flow Rate	0.42	0.37	0.34	0.08	0.15	0.15	0.16	0.58
s, saturation flow rate [veh/h]	6792	6792	1857	2813	1781	1812	1702	2813
c, Capacity [veh/h]	3727	3727	1019	297	379	385	362	2267
d1, Uniform Delay [s]	15.82	14.50	13.82	39.35	32.98	32.88	33.26	4.08
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.55	0.97	2.73	4.63	2.54	2.35	3.12	2.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.67	0.61	0.79	0.72	0.70	0.75	0.72
d, Delay for Lane Group [s/veh]	17.37	15.47	16.55	43.97	35.51	35.23	36.38	6.12
Lane Group LOS	B	B	B	D	D	D	D	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	10.69	8.50	8.63	2.68	5.65	5.62	5.74	4.51
50th-Percentile Queue Length [ft/ln]	267.34	212.54	215.85	67.01	141.2	140.4	143.5	112.8
95th-Percentile Queue Length [veh/ln]	16.06	13.28	13.45	4.83	9.55	9.50	9.67	8.00
95th-Percentile Queue Length [ft/ln]	401.41	332.08	336.32	120.63	238.6	237.6	241.8	199.9

Movement, Approach, & Intersection Results

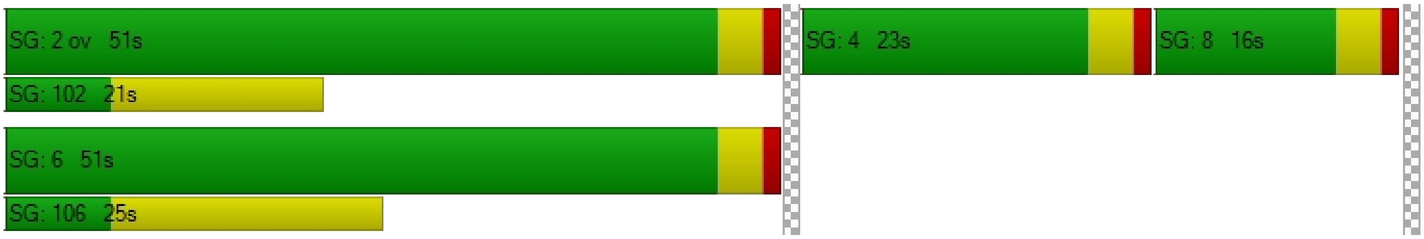
d_M, Delay for Movement [s/veh]	0.00	17.37	0.00	0.00	15.68	16.55	0.00	0.00	43.97	35.51	36.07	6.12
Movement LOS		B			B	B			D	D	D	A
d_A, Approach Delay [s/veh]	17.37			15.69			43.97			15.93		
Approach LOS	B			B			D			B		
d_I, Intersection Delay [s/veh]	17.07											
Intersection LOS	B											
Intersection V/C	0.794											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.72	34.72
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.284	2.851
Crosswalk LOS	F	F	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1043	1043	266	422
d_b, Bicycle Delay [s]	10.31	10.31	33.85	28.05
I_b,int, Bicycle LOS Score for Intersection	2.735	2.588	1.560	3.583
Bicycle LOS	B	B	A	D

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Bristol Street at I-405 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.782

Intersection Setup

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol Street		Bristol Street		I-405 SB Ramps	
Base Volume Input [veh/h]	158	1953	1904	1281	1146	400
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	158	1953	1904	1281	1146	400
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	40	488	476	320	287	0
Total Analysis Volume [veh/h]	158	1953	1904	1281	1146	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Unsignalized	Permissive	Unsignalized
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	6	10	10	0	6	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	22	44	22	0	51	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L
C, Cycle Length [s]	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	61	47	26
g / C, Green / Cycle	0.11	0.65	0.49	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.29	0.37	0.22
s, saturation flow rate [veh/h]	1781	6792	5094	5188
c, Capacity [veh/h]	194	4381	2518	1405
d1, Uniform Delay [s]	41.42	8.40	19.41	32.43
k, delay calibration	0.11	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.13	0.33	2.17	1.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.45	0.76	0.82
d, Delay for Lane Group [s/veh]	49.56	8.73	21.58	33.64
Lane Group LOS	D	A	C	C
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	4.02	4.54	11.10	8.18
50th-Percentile Queue Length [ft/ln]	100.43	113.57	277.56	204.52
95th-Percentile Queue Length [veh/ln]	7.23	8.04	16.57	12.87
95th-Percentile Queue Length [ft/ln]	180.77	200.96	414.18	321.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.56	8.73	21.58	0.00	33.64	0.00
Movement LOS	D	A	C		C	
d_A, Approach Delay [s/veh]	11.79		21.58		33.64	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	20.25					
Intersection LOS	C					
Intersection V/C	0.782					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.667
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	842	379	989
d_b, Bicycle Delay [s]	15.93	31.21	12.13
I_b,int, Bicycle LOS Score for Intersection	2.430	2.607	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	78.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.120

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	245	769	0	0	1313	182	0	0	0	496	0	1638
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	769	0	0	1313	182	0	0	0	496	0	1638
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	192	0	0	328	46	0	0	0	124	0	410
Total Analysis Volume [veh/h]	245	769	0	0	1313	182	0	0	0	496	0	1638
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	18	51	0	0	33	0	0	0	0	64	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	R
C, Cycle Length [s]	115	115	115	115		115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	14	47	29	29		60	60
g / C, Green / Cycle	0.12	0.41	0.25	0.25		0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.14	0.22	0.28	0.28		0.28	0.58
s, saturation flow rate [veh/h]	1781	3560	3560	1757		1781	2813
c, Capacity [veh/h]	218	1460	900	444		927	1464
d1, Uniform Delay [s]	50.44	25.52	42.94	42.94		18.32	27.56
k, delay calibration	0.11	0.50	0.50	0.50		0.12	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	69.10	1.36	63.83	80.35		0.54	56.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	1.12	0.53	1.11	1.12		0.54	1.12
d, Delay for Lane Group [s/veh]	119.54	26.89	106.78	123.29		18.86	84.03
Lane Group LOS	F	C	F	F		B	F
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	10.43	8.11	20.62	22.39		8.67	30.43
50th-Percentile Queue Length [ft/ln]	260.67	202.84	515.62	559.76		216.77	760.75
95th-Percentile Queue Length [veh/ln]	16.50	12.79	29.78	32.23		13.50	42.98
95th-Percentile Queue Length [ft/ln]	412.45	319.63	744.49	805.74		337.50	1074.51

Movement, Approach, & Intersection Results

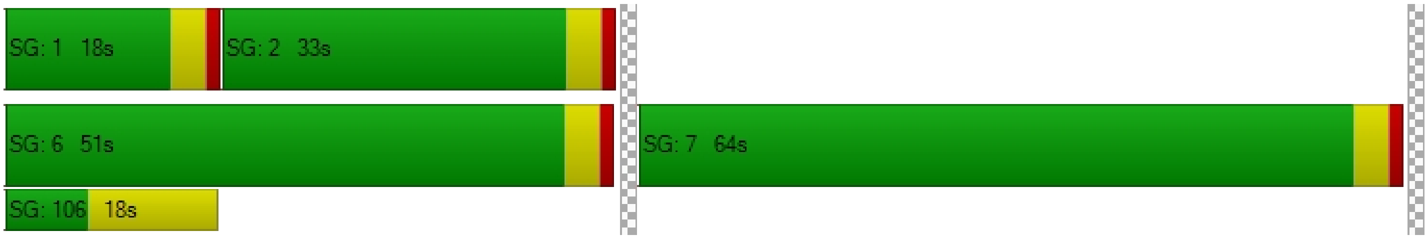
d_M, Delay for Movement [s/veh]	119.54	26.89	0.00	0.00	110.76	123.29	0.00	0.00	0.00	18.86	0.00	84.03
Movement LOS	F	C			F	F				B		F
d_A, Approach Delay [s/veh]	49.27			112.28			0.00			68.88		
Approach LOS	D			F			A			E		
d_I, Intersection Delay [s/veh]	78.57											
Intersection LOS	E											
Intersection V/C	1.120											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	47.01
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.663
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	818	504	0	1044
d_b, Bicycle Delay [s]	20.09	32.14	57.49	13.14
I_b,int, Bicycle LOS Score for Intersection	2.396	2.382	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Bear St at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑ ↱			↰ ↰ ↑ ↑			↰ ✛					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Bear St			Bear St			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	828	208	775	1040	0	225	1	195	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	828	208	775	1040	0	225	1	195	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	207	52	194	260	0	56	0	49	0	0	0
Total Analysis Volume [veh/h]	0	828	208	775	1040	0	225	1	195	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	6	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	58	76	0	0	19	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	44	44	25	73	14	14	
g / C, Green / Cycle	0.47	0.47	0.26	0.77	0.15	0.15	
(v / s)_i Volume / Saturation Flow Rate	0.28	0.30	0.22	0.29	0.12	0.12	
s, saturation flow rate [veh/h]	1870	1746	3459	3560	1781	1593	
c, Capacity [veh/h]	874	816	903	2743	259	232	
d1, Uniform Delay [s]	18.66	19.18	33.44	3.54	39.63	39.64	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.95	3.75	2.51	0.40	7.99	8.92	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.59	0.63	0.86	0.38	0.86	0.86	
d, Delay for Lane Group [s/veh]	21.61	22.93	35.95	3.94	47.62	48.56	
Lane Group LOS	C	C	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	8.72	9.08	8.62	2.48	5.56	5.05	
50th-Percentile Queue Length [ft/ln]	218.03	226.95	215.38	62.08	139.12	126.19	
95th-Percentile Queue Length [veh/ln]	13.56	14.02	13.43	4.47	9.43	8.73	
95th-Percentile Queue Length [ft/ln]	339.11	350.49	335.72	111.74	235.84	218.31	

Movement, Approach, & Intersection Results

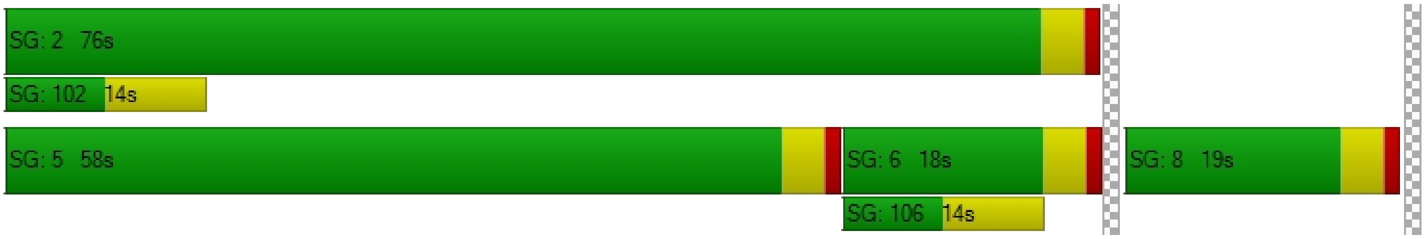
d_M, Delay for Movement [s/veh]	0.00	22.11	22.93	35.95	3.94	0.00	47.68	48.56	48.56	0.00	0.00	0.00
Movement LOS		C	C	D	A		D	D	D			
d_A, Approach Delay [s/veh]	22.27			17.61			48.07			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	23.00											
Intersection LOS	C											
Intersection V/C	0.739											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.079	2.197
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	295	1516	316	0
d_b, Bicycle Delay [s]	34.54	2.79	33.69	47.51
I_b,int, Bicycle LOS Score for Intersection	2.414	3.057	2.254	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E-XIII

YEAR 2045 BUILDOUT PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS WITH IMPROVEMENTS

Intersection Level Of Service Report

Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	195	417	0	0	1266	117	0	0	0	212	0	652
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	417	0	0	1266	117	0	0	0	212	0	652
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	104	0	0	317	29	0	0	0	53	0	163
Total Analysis Volume [veh/h]	195	417	0	0	1266	117	0	0	0	212	0	652
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	7	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	6	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	29	43	0	0	14	0	0	0	0	47	47	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	61	45	45		21	21
g / C, Green / Cycle	0.13	0.68	0.50	0.50		0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.11	0.12	0.26	0.26		0.19	0.19
s, saturation flow rate [veh/h]	1781	3560	3560	1790		1712	2813
c, Capacity [veh/h]	236	2409	1780	895		401	660
d1, Uniform Delay [s]	38.06	5.33	15.19	15.16		32.41	32.74
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	7.24	0.16	1.08	2.12		3.57	2.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.17	0.52	0.52		0.79	0.83
d, Delay for Lane Group [s/veh]	45.31	5.49	16.27	17.28		35.99	35.47
Lane Group LOS	D	A	B	B		D	D
Critical Lane Group	Yes	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh/ln]	4.60	1.28	6.25	6.49		6.76	5.76
50th-Percentile Queue Length [ft/ln]	114.88	31.99	156.13	162.32		168.93	143.90
95th-Percentile Queue Length [veh/ln]	8.11	2.30	10.34	10.67		11.02	9.69
95th-Percentile Queue Length [ft/ln]	202.77	57.58	258.59	266.79		275.51	242.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.31	5.49	0.00	0.00	16.54	17.28	0.00	0.00	0.00	35.99	35.99	35.54
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	18.17			16.61			0.00			35.66		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	22.70											
Intersection LOS	C											
Intersection V/C	0.649											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.341
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	866	222	0	955
d_b, Bicycle Delay [s]	14.46	35.57	45.01	12.28
I_b,int, Bicycle LOS Score for Intersection	2.065	2.320	4.132	2.985
Bicycle LOS	B	B	D	C

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 37: Bear St at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	54.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.023

Intersection Setup

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Bear St			Bear St			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	245	769	0	0	1313	182	0	0	0	496	0	1638
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	769	0	0	1313	182	0	0	0	496	0	1638
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	192	0	0	328	46	0	0	0	124	0	410
Total Analysis Volume [veh/h]	245	769	0	0	1313	182	0	0	0	496	0	1638
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	7	7	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	10	0	0	10	0	0	0	0	6	6	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	14	46	0	0	32	0	0	0	0	59	59	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	105	105	105	105		105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	10	43	29	29		54	54
g / C, Green / Cycle	0.10	0.41	0.28	0.28		0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.14	0.22	0.28	0.28		0.45	0.48
s, saturation flow rate [veh/h]	1781	3560	3560	1757		1708	2813
c, Capacity [veh/h]	172	1466	986	486		875	1441
d1, Uniform Delay [s]	47.41	23.17	37.96	37.96		22.76	24.25
k, delay calibration	0.11	0.50	0.50	0.50		0.37	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	197.19	1.35	31.45	47.24		9.50	4.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	1.42	0.52	1.01	1.02		0.88	0.95
d, Delay for Lane Group [s/veh]	244.60	24.52	69.41	85.20		32.27	28.33
Lane Group LOS	F	C	F	F		C	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	13.92	7.28	16.71	18.62		18.21	15.81
50th-Percentile Queue Length [ft/ln]	347.92	182.02	417.67	465.48		455.32	395.19
95th-Percentile Queue Length [veh/ln]	22.51	11.71	23.57	26.09		25.21	22.33
95th-Percentile Queue Length [ft/ln]	562.70	292.65	589.34	652.31		630.29	558.20

Movement, Approach, & Intersection Results

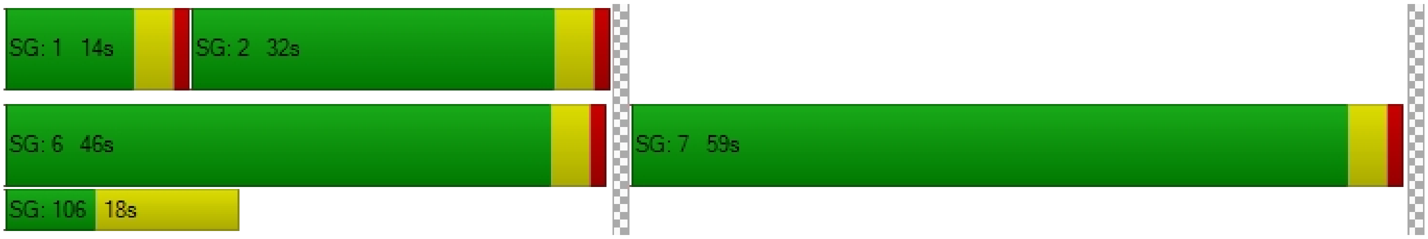
d_M, Delay for Movement [s/veh]	244.60	24.52	0.00	0.00	73.21	85.20	0.00	0.00	0.00	32.27	32.27	28.90
Movement LOS	F	C			E	F				C	C	C
d_A, Approach Delay [s/veh]	77.69			74.67			0.00			29.75		
Approach LOS	E			E			A			C		
d_I, Intersection Delay [s/veh]	54.68											
Intersection LOS	D											
Intersection V/C	1.023											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	42.07
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.659
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	533	0	1048
d_b, Bicycle Delay [s]	18.90	28.23	52.49	11.90
I_b,int, Bicycle LOS Score for Intersection	2.396	2.382	4.132	5.081
Bicycle LOS	B	B	D	F

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX F

INTERSECTION LEVEL OF SERVICE ALTERNATIVES CALCULATION WORKSHEETS

APPENDIX F-I

CITY OF SANTA ANA ALTERNATIVE 1 EXISTING PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.310

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1037	0	3	564	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1037	0	3	564	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	259	0	1	141	12
Total Analysis Volume [veh/h]	10	0	11	68	0	37	35	1037	0	3	564	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.22	0.00	0.00	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.310											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1201	0	10	1504	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1201	0	10	1504	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	23	0	16	18	300	0	3	376	22
Total Analysis Volume [veh/h]	10	0	11	90	0	64	70	1201	0	10	1504	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.04	0.25	0.00	0.01	0.33	0.33
Intersection LOS	A											
Intersection V/C	0.482											

APPENDIX F-II

CITY OF SANTA ANA ALTERNATIVE 1 EXISTING PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.310

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1037	0	3	564	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1037	0	3	564	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	259	0	1	141	12
Total Analysis Volume [veh/h]	10	0	11	68	0	37	35	1037	0	3	564	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.22	0.00	0.00	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.310											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1197	0	10	1504	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1197	0	10	1504	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	23	0	16	18	299	0	3	376	22
Total Analysis Volume [veh/h]	10	0	11	90	0	64	70	1197	0	10	1504	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.04	0.25	0.00	0.01	0.33	0.33
Intersection LOS	A											
Intersection V/C	0.482											

Appendix F-III

CITY OF SANTA ANA ALTERNATIVE 1 EXISTING PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.314

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1056	0	3	570	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1056	0	3	570	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	264	0	1	143	12
Total Analysis Volume [veh/h]	10	0	11	68	0	37	35	1056	0	3	570	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.22	0.00	0.00	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.314											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1204	0	10	1515	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1204	0	10	1515	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	23	0	16	18	301	0	3	379	22
Total Analysis Volume [veh/h]	10	0	11	90	0	64	70	1204	0	10	1515	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.04	0.25	0.00	0.01	0.33	0.33
Intersection LOS	A											
Intersection V/C	0.484											

APPENDIX F-IV

CITY OF SANTA ANA ALTERNATIVE 1 YEAR 2030 CUMULATIVE PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.333

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1146	0	3	681	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1146	0	3	681	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	287	0	1	170	12
Total Analysis Volume [veh/h]	10	0	11	68	0	37	35	1146	0	3	681	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.24	0.00	0.00	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.333											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1377	0	10	1676	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1377	0	10	1676	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	23	0	16	18	344	0	3	419	22
Total Analysis Volume [veh/h]	10	0	11	90	0	64	70	1377	0	10	1676	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.04	0.29	0.00	0.01	0.37	0.37
Intersection LOS	A											
Intersection V/C	0.518											

APPENDIX F-V

CITY OF SANTA ANA ALTERNATIVE 1 YEAR 2032 CUMULATIVE PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.337

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1166	0	3	692	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1166	0	3	692	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	292	0	1	173	12
Total Analysis Volume [veh/h]	10	0	11	68	0	37	35	1166	0	3	692	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.24	0.00	0.00	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.337											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.524

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1397	0	10	1706	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1397	0	10	1706	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	23	0	16	18	349	0	3	427	22
Total Analysis Volume [veh/h]	10	0	11	90	0	64	70	1397	0	10	1706	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.04	0.29	0.00	0.01	0.37	0.37
Intersection LOS	A											
Intersection V/C	0.524											

APPENDIX F-VI

CITY OF SANTA ANA ALTERNATIVE 1 YEAR 2036 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.369

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1317	0	3	749	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1317	0	3	749	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	329	0	1	187	12
Total Analysis Volume [veh/h]	10	0	11	68	0	37	35	1317	0	3	749	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.27	0.00	0.00	0.17	0.17
Intersection LOS	A											
Intersection V/C	0.369											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.545

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1489	0	10	1807	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1489	0	10	1807	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	23	0	16	18	372	0	3	452	22
Total Analysis Volume [veh/h]	10	0	11	90	0	64	70	1489	0	10	1807	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.04	0.31	0.00	0.01	0.40	0.40
Intersection LOS	A											
Intersection V/C	0.545											

APPENDIX F-VII

CITY OF SANTA ANA ALTERNATIVE 1 YEAR 2045 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.408

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1506	0	3	1011	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1506	0	3	1011	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	377	0	1	253	12
Total Analysis Volume [veh/h]	10	0	11	68	0	37	35	1506	0	3	1011	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.31	0.00	0.00	0.22	0.22
Intersection LOS	A											
Intersection V/C	0.408											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

Intersection Setup

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	South Coast Dwy			Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1732	0	10	1924	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1732	0	10	1924	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	23	0	16	18	433	0	3	481	22
Total Analysis Volume [veh/h]	10	0	11	90	0	64	70	1732	0	10	1924	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.04	0.36	0.00	0.01	0.42	0.42
Intersection LOS	A											
Intersection V/C	0.569											

APPENDIX F-VIII

CITY OF SANTA ANA ALTERNATIVE 2 EXISTING PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.092

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	74	17	32	78	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	17	32	78	0	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	4	8	20	0	9
Total Analysis Volume [veh/h]	74	17	32	78	0	36
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.02	0.02	0.00	0.02
Intersection LOS	A					
Intersection V/C	0.092					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	0	792	36	81	1857	43	84	0	1	35	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	792	36	81	1857	43	84	0	1	35	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	198	9	20	464	11	21	0	0	9	0	4
Total Analysis Volume [veh/h]	0	792	36	81	1857	43	84	0	1	35	0	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.02	0.03	0.40	0.40	0.05	0.00	0.00	0.02	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.508											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.340

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	64	11	69	54	1132	28	52	515	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	64	11	69	54	1132	28	52	515	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	16	3	17	14	283	7	13	129	8
Total Analysis Volume [veh/h]	4	8	11	64	11	69	54	1132	28	52	515	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.01	0.04	0.02	0.22	0.02	0.02	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.340											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	68	37	35	1029	515	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	37	35	1029	515	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	9	9	257	129	12
Total Analysis Volume [veh/h]	68	37	35	1029	515	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.28	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.83	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.28		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	137	486	137	249	1521	122	117	969	406	248	411	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	486	137	249	1521	122	117	969	406	248	411	139
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	122	34	62	380	31	29	242	102	62	103	35
Total Analysis Volume [veh/h]	137	486	137	249	1521	122	117	969	406	248	411	139
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.10	0.09	0.08	0.30	0.08	0.04	0.21	0.21	0.08	0.08	0.09
Intersection LOS	B											
Intersection V/C	0.683											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1247	539	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1247	539	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	312	135	11
Total Analysis Volume [veh/h]	0	69	0	1247	539	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.76	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.39	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.66	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.76		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.43					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1513	1229	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1513	1229	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	378	307	2
Total Analysis Volume [veh/h]	0	3	0	1513	1229	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	14.79	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.61	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.79		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑⊢			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1077	23	24	1897	41	85	0	138	17	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1077	23	24	1897	41	85	0	138	17	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	269	6	6	474	10	21	0	35	4	0	6
Total Analysis Volume [veh/h]	38	1077	23	24	1897	41	85	0	138	17	0	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.21	0.01	0.02	0.40	0.40	0.05	0.00	0.14	0.01	0.00	0.03
Intersection LOS	B											
Intersection V/C	0.616											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1163	1949	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1163	1949	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	291	487	0	0	0
Total Analysis Volume [veh/h]	0	1163	1949	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	21.69
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		21.69	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	115	13	0	115	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	13	0	115	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	3	0	29	0	3
Total Analysis Volume [veh/h]	115	13	0	115	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.69
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.85
d_A, Approach Delay [s/veh]	0.00		0.00		8.69	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.196

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	246	35	78	99	0	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	35	78	99	0	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	9	20	25	0	15
Total Analysis Volume [veh/h]	246	35	78	99	0	61
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.09	0.05	0.03	0.00	0.04
Intersection LOS	A					
Intersection V/C	0.196					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.632

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	0	1996	81	204	1187	112	87	0	9	79	0	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1996	81	204	1187	112	87	0	9	79	0	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	499	20	51	297	28	22	0	2	20	0	29
Total Analysis Volume [veh/h]	0	1996	81	204	1187	112	87	0	9	79	0	116
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.39	0.05	0.06	0.27	0.27	0.05	0.00	0.01	0.05	0.00	0.07
Intersection LOS	B											
Intersection V/C	0.632											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.549

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	38	23	125	187	1014	49	122	1261	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	38	23	125	187	1014	49	122	1261	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	16	36	10	6	31	47	254	12	31	315	29
Total Analysis Volume [veh/h]	51	64	143	38	23	125	187	1014	49	122	1261	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.13	0.02	0.01	0.08	0.06	0.20	0.03	0.04	0.29	0.29
Intersection LOS	A											
Intersection V/C	0.549											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.213

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	90	64	70	1081	1426	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	64	70	1081	1426	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	16	18	270	357	22
Total Analysis Volume [veh/h]	90	64	70	1081	1426	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	20.21	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.79	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	19.79	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.21		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	700	1418	222	202	809	231	297	586	233	266	1033	325
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	700	1418	222	202	809	231	297	586	233	266	1033	325
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	175	355	56	51	202	58	74	147	58	67	258	81
Total Analysis Volume [veh/h]	700	1418	222	202	809	231	297	586	233	266	1033	325
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.28	0.14	0.06	0.16	0.14	0.09	0.13	0.13	0.08	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.723											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes
Delay (sec / veh): 19.2
Level Of Service: C
Volume to Capacity (v/c): 0.127

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1219	1509	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1219	1509	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	305	377	12
Total Analysis Volume [veh/h]	0	37	0	1219	1509	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	19.19	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.43	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.80	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.19		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1145	1563	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1145	1563	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	286	391	3
Total Analysis Volume [veh/h]	0	10	0	1145	1563	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	17.99	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.11	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.70	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.99		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2027	72	30	1252	99	92	0	130	19	0	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2027	72	30	1252	99	92	0	130	19	0	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	507	18	8	313	25	23	0	33	5	0	29
Total Analysis Volume [veh/h]	91	2027	72	30	1252	99	92	0	130	19	0	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.40	0.05	0.02	0.28	0.28	0.06	0.00	0.14	0.01	0.00	0.09
Intersection LOS	B											
Intersection V/C	0.617											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2122	1363	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2122	1363	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	531	341	0	0	0
Total Analysis Volume [veh/h]	0	2122	1363	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	15.69
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		15.69	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	356	31	0	198	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	356	31	0	198	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	8	0	50	0	1
Total Analysis Volume [veh/h]	356	31	0	198	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.44
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.46
d_A, Approach Delay [s/veh]	0.00		0.00		9.44	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	A					

APPENDIX F-IX

CITY OF SANTA ANA ALTERNATIVE 2 EXISTING PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.094

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	74	20	33	78	8	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	20	33	78	8	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	5	8	20	2	9
Total Analysis Volume [veh/h]	74	20	33	78	8	37
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.02	0.02	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.094					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	34	791	36	81	1904	43	141	0	47	35	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	791	36	81	1904	43	141	0	47	35	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	198	9	20	476	11	35	0	12	9	0	4
Total Analysis Volume [veh/h]	34	791	36	81	1904	43	141	0	47	35	0	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.16	0.02	0.03	0.41	0.41	0.09	0.00	0.03	0.02	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.564											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.340

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	64	11	76	56	1132	28	52	515	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	64	11	76	56	1132	28	52	515	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	16	3	19	14	283	7	13	129	8
Total Analysis Volume [veh/h]	4	8	11	64	11	76	56	1132	28	52	515	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.01	0.05	0.02	0.22	0.02	0.02	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.340											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	68	37	35	1029	515	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	37	35	1029	515	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	9	9	257	129	12
Total Analysis Volume [veh/h]	68	37	35	1029	515	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.28	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.83	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.28		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	137	510	137	260	1599	122	117	969	406	248	411	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	510	137	260	1599	122	117	969	406	248	411	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	128	34	65	400	31	29	242	102	62	103	36
Total Analysis Volume [veh/h]	137	510	137	260	1599	122	117	969	406	248	411	142
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.10	0.09	0.08	0.31	0.08	0.04	0.21	0.21	0.08	0.08	0.09
Intersection LOS	B											
Intersection V/C	0.699											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1247	539	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1247	539	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	312	135	11
Total Analysis Volume [veh/h]	0	69	0	1247	539	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.76	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.39	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.66	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.76		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.43					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1513	1229	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1513	1229	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	378	307	2
Total Analysis Volume [veh/h]	0	3	0	1513	1229	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	14.79	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.61	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.79		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1109	23	24	1989	41	85	0	138	17	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1109	23	24	1989	41	85	0	138	17	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	277	6	6	497	10	21	0	35	4	0	6
Total Analysis Volume [veh/h]	38	1109	23	24	1989	41	85	0	138	17	0	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.22	0.01	0.02	0.42	0.42	0.05	0.00	0.14	0.01	0.00	0.03
Intersection LOS	B											
Intersection V/C	0.635											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1195	2041	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1195	2041	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	299	510	0	0	0
Total Analysis Volume [veh/h]	0	1195	2041	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	22.91
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		22.91	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	118	13	0	123	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	13	0	123	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	3	0	31	0	3
Total Analysis Volume [veh/h]	118	13	0	123	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.70
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.85
d_A, Approach Delay [s/veh]	0.00		0.00		8.70	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.202

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	246	47	81	99	6	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	47	81	99	6	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	12	20	25	2	16
Total Analysis Volume [veh/h]	246	47	81	99	6	63
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.09	0.05	0.03	0.00	0.04
Intersection LOS	A					
Intersection V/C	0.202					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	84	1991	81	204	1218	112	116	0	40	79	0	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	1991	81	204	1218	112	116	0	40	79	0	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	498	20	51	305	28	29	0	10	20	0	29
Total Analysis Volume [veh/h]	84	1991	81	204	1218	112	116	0	40	79	0	116
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.39	0.05	0.06	0.28	0.28	0.07	0.00	0.03	0.05	0.00	0.07
Intersection LOS	B											
Intersection V/C	0.649											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	38	23	128	193	1013	49	122	1261	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	38	23	128	193	1013	49	122	1261	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	16	36	10	6	32	48	253	12	31	315	29
Total Analysis Volume [veh/h]	51	64	143	38	23	128	193	1013	49	122	1261	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.13	0.02	0.01	0.08	0.06	0.20	0.03	0.04	0.29	0.29
Intersection LOS	A											
Intersection V/C	0.551											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.213

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	90	64	70	1077	1426	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	64	70	1077	1426	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	16	18	269	357	22
Total Analysis Volume [veh/h]	90	64	70	1077	1426	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	20.21	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.79	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	19.79	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.21		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	700	1474	222	207	846	231	297	585	233	266	1032	334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	700	1474	222	207	846	231	297	585	233	266	1032	334
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	175	369	56	52	212	58	74	146	58	67	258	84
Total Analysis Volume [veh/h]	700	1474	222	207	846	231	297	585	233	266	1032	334
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.29	0.14	0.06	0.17	0.14	0.09	0.13	0.13	0.08	0.20	0.21
Intersection LOS	C											
Intersection V/C	0.736											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.127

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1215	1509	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1215	1509	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	304	377	12
Total Analysis Volume [veh/h]	0	37	0	1215	1509	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	19.19	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.43	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.80	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.19		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1141	1563	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1141	1563	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	285	391	3
Total Analysis Volume [veh/h]	0	10	0	1141	1563	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	17.99	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.11	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.70	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.99		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2108	72	30	1314	99	92	0	130	19	0	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2108	72	30	1314	99	92	0	130	19	0	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	527	18	8	329	25	23	0	33	5	0	29
Total Analysis Volume [veh/h]	91	2108	72	30	1314	99	92	0	130	19	0	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.41	0.05	0.02	0.29	0.29	0.06	0.00	0.14	0.01	0.00	0.09
Intersection LOS	B											
Intersection V/C	0.633											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2203	1425	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2203	1425	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	551	356	0	0	0
Total Analysis Volume [veh/h]	0	2203	1425	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	16.20
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		16.20	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	367	31	0	204	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	367	31	0	204	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	8	0	51	0	1
Total Analysis Volume [veh/h]	367	31	0	204	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.48
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.47
d_A, Approach Delay [s/veh]	0.00		0.00		9.48	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	A					

APPENDIX F-X

CITY OF SANTA ANA ALTERNATIVE 2 EXISTING PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.097

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↰ ↑ ↑		↰ ↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	83	21	33	86	31	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	21	33	86	31	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	5	8	22	8	9
Total Analysis Volume [veh/h]	83	21	33	86	31	37
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

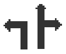
V/C, Movement V/C Ratio	0.03	0.03	0.02	0.03	0.02	0.02
Intersection LOS	A					
Intersection V/C	0.097					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	79	791	36	81	1904	43	141	0	185	35	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	791	36	81	1904	43	141	0	185	35	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	198	9	20	476	11	35	0	46	9	0	4
Total Analysis Volume [veh/h]	79	791	36	81	1904	43	141	0	185	35	0	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.16	0.02	0.03	0.41	0.41	0.09	0.00	0.12	0.02	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.578											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.352

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰↰ ↑↑↑ ↱			↰↰ ↑↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	83	11	85	54	1133	28	52	516	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	83	11	85	54	1133	28	52	516	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	21	3	21	14	283	7	13	129	9
Total Analysis Volume [veh/h]	4	8	11	83	11	85	54	1133	28	52	516	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.05	0.01	0.05	0.02	0.22	0.02	0.02	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.352											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	68	37	35	1048	521	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	37	35	1048	521	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	9	9	262	130	12
Total Analysis Volume [veh/h]	68	37	35	1048	521	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.31	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.85	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.31		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.726

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	137	532	137	257	1722	122	117	989	406	248	418	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	532	137	257	1722	122	117	989	406	248	418	137
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	133	34	64	431	31	29	247	102	62	105	34
Total Analysis Volume [veh/h]	137	532	137	257	1722	122	117	989	406	248	418	137
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.10	0.09	0.08	0.34	0.08	0.04	0.22	0.22	0.08	0.08	0.09
Intersection LOS	C											
Intersection V/C	0.726											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1266	545	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1266	545	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	317	136	11
Total Analysis Volume [veh/h]	0	69	0	1266	545	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.79	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.39	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.71	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.79		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1532	1235	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1532	1235	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	383	309	2
Total Analysis Volume [veh/h]	0	3	0	1532	1235	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	14.84	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.61	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.84		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.663

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1153	23	24	2126	41	85	0	138	17	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1153	23	24	2126	41	85	0	138	17	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	288	6	6	532	10	21	0	35	4	0	6
Total Analysis Volume [veh/h]	38	1153	23	24	2126	41	85	0	138	17	0	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.23	0.01	0.02	0.45	0.45	0.05	0.00	0.14	0.01	0.00	0.03
Intersection LOS	B											
Intersection V/C	0.663											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1239	2178	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1239	2178	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	310	545	0	0	0
Total Analysis Volume [veh/h]	0	1239	2178	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	24.90
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		24.90	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	128	13	0	154	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	13	0	154	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	3	0	39	0	3
Total Analysis Volume [veh/h]	128	13	0	154	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.72
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.85
d_A, Approach Delay [s/veh]	0.00		0.00		8.72	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.210

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	268	50	81	106	17	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	268	50	81	106	17	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	13	20	27	4	16
Total Analysis Volume [veh/h]	268	50	81	106	17	63
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.10	0.05	0.03	0.01	0.04
Intersection LOS	A					
Intersection V/C	0.210					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	188	1988	81	204	1218	112	116	0	114	79	0	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	1988	81	204	1218	112	116	0	114	79	0	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	497	20	51	305	28	29	0	29	20	0	29
Total Analysis Volume [veh/h]	188	1988	81	204	1218	112	116	0	114	79	0	116
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.39	0.05	0.06	0.28	0.28	0.07	0.00	0.07	0.05	0.00	0.07
Intersection LOS	B											
Intersection V/C	0.649											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰↰ ↑ ↑ ↑ ↱			↰↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	47	23	110	181	1024	49	122	1272	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	47	23	110	181	1024	49	122	1272	130
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	16	36	12	6	28	45	256	12	31	318	33
Total Analysis Volume [veh/h]	51	64	143	47	23	110	181	1024	49	122	1272	130
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.13	0.03	0.01	0.07	0.06	0.20	0.03	0.04	0.29	0.29
Intersection LOS	A											
Intersection V/C	0.557											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	20.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.215

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	90	64	70	1084	1437	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	64	70	1084	1437	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	16	18	271	359	22
Total Analysis Volume [veh/h]	90	64	70	1084	1437	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	20.37	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.80	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	19.99	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.37		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	700	1520	222	184	859	231	297	605	233	266	1056	314
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	700	1520	222	184	859	231	297	605	233	266	1056	314
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	175	380	56	46	215	58	74	151	58	67	264	79
Total Analysis Volume [veh/h]	700	1520	222	184	859	231	297	605	233	266	1056	314
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.30	0.14	0.06	0.17	0.14	0.09	0.13	0.13	0.08	0.21	0.20
Intersection LOS	C											
Intersection V/C	0.737											

Intersection Level Of Service Report

Intersection 39: Driveway A at Sunflower Ave

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 19.3
Level Of Service: C
Volume to Capacity (v/c): 0.128

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1222	1520	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1222	1520	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	306	380	12
Total Analysis Volume [veh/h]	0	37	0	1222	1520	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	19.32	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.44	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.90	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.32		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1148	1574	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1148	1574	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	287	394	3
Total Analysis Volume [veh/h]	0	10	0	1148	1574	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	18.10	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.11	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.72	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.10		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.653

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2211	72	30	1388	99	92	0	130	19	0	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2211	72	30	1388	99	92	0	130	19	0	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	553	18	8	347	25	23	0	33	5	0	29
Total Analysis Volume [veh/h]	91	2211	72	30	1388	99	92	0	130	19	0	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.43	0.05	0.02	0.31	0.31	0.06	0.00	0.14	0.01	0.00	0.09
Intersection LOS	B											
Intersection V/C	0.653											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2306	1499	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2306	1499	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	577	375	0	0	0
Total Analysis Volume [veh/h]	0	2306	1499	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	16.85
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		16.85	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↑ ↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	392	31	0	222	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	392	31	0	222	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	98	8	0	56	0	1
Total Analysis Volume [veh/h]	392	31	0	222	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.56
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.48
d_A, Approach Delay [s/veh]	0.00		0.00		9.56	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	A					

APPENDIX F-XI

CITY OF SANTA ANA ALTERNATIVE 2 YEAR 2030 CUMULATIVE PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.107

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	122	17	32	95	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	17	32	95	0	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	4	8	24	0	9
Total Analysis Volume [veh/h]	122	17	32	95	0	36
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.04	0.02	0.03	0.00	0.02
Intersection LOS	A					
Intersection V/C	0.107					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.548

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↑↱			↰↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	0	916	39	87	2045	43	84	0	1	38	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	916	39	87	2045	43	84	0	1	38	0	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	229	10	22	511	11	21	0	0	10	0	4
Total Analysis Volume [veh/h]	0	916	39	87	2045	43	84	0	1	38	0	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.02	0.03	0.44	0.44	0.05	0.00	0.00	0.02	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.548											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	9	12	162	12	79	58	1251	30	53	654	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	9	12	162	12	79	58	1251	30	53	654	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	41	3	20	15	313	8	13	164	9
Total Analysis Volume [veh/h]	4	9	12	162	12	79	58	1251	30	53	654	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.10	0.01	0.05	0.02	0.25	0.02	0.02	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.426											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	68	37	35	1229	658	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	37	35	1229	658	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	9	9	307	165	12
Total Analysis Volume [veh/h]	68	37	35	1229	658	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.02	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.22	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.40	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.02		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	169	566	150	272	1669	135	144	1064	504	274	500	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	566	150	272	1669	135	144	1064	504	274	500	181
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	142	38	68	417	34	36	266	126	69	125	45
Total Analysis Volume [veh/h]	169	566	150	272	1669	135	144	1064	504	274	500	181
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.09	0.09	0.33	0.08	0.05	0.25	0.25	0.09	0.10	0.11
Intersection LOS	C											
Intersection V/C	0.761											

Intersection Level Of Service Report

Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1464	684	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1464	684	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	366	171	11
Total Analysis Volume [veh/h]	0	69	0	1464	684	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.63	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.44	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.89	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.63		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1750	1426	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1750	1426	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	438	357	2
Total Analysis Volume [veh/h]	0	3	0	1750	1426	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	16.37	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.71	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.37		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1231	25	26	2092	41	85	0	138	17	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1231	25	26	2092	41	85	0	138	17	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	308	6	7	523	10	21	0	35	4	0	6
Total Analysis Volume [veh/h]	38	1231	25	26	2092	41	85	0	138	17	0	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.24	0.02	0.02	0.44	0.44	0.05	0.00	0.14	0.01	0.00	0.03
Intersection LOS	B											
Intersection V/C	0.656											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1317	2144	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1317	2144	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	329	536	0	0	0
Total Analysis Volume [veh/h]	0	1317	2144	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	24.39
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		24.39	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	166	13	0	135	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	166	13	0	135	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	3	0	34	0	3
Total Analysis Volume [veh/h]	166	13	0	135	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.83
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.88
d_A, Approach Delay [s/veh]	0.00		0.00		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.30					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.206

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	280	35	78	117	0	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	280	35	78	117	0	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	9	20	29	0	15
Total Analysis Volume [veh/h]	280	35	78	117	0	61
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.10	0.05	0.03	0.00	0.04
Intersection LOS	A					
Intersection V/C	0.206					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.688

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	0	2229	87	220	1361	112	87	0	9	85	0	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2229	87	220	1361	112	87	0	9	85	0	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	557	22	55	340	28	22	0	2	21	0	31
Total Analysis Volume [veh/h]	0	2229	87	220	1361	112	87	0	9	85	0	125
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.44	0.05	0.07	0.31	0.31	0.05	0.00	0.01	0.05	0.00	0.08
Intersection LOS	B											
Intersection V/C	0.688											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	55	69	154	91	25	150	201	1153	53	130	1425	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	69	154	91	25	150	201	1153	53	130	1425	148
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	17	39	23	6	38	50	288	13	33	356	37
Total Analysis Volume [veh/h]	55	69	154	91	25	150	201	1153	53	130	1425	148
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.14	0.14	0.06	0.01	0.09	0.06	0.23	0.03	0.04	0.33	0.33
Intersection LOS	B											
Intersection V/C	0.637											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	23.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.248

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	90	64	70	1284	1623	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	64	70	1284	1623	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	16	18	321	406	22
Total Analysis Volume [veh/h]	90	64	70	1284	1623	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.25	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	23.45	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.95	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	23.75	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.45		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.817

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	790	1598	246	224	946	252	326	689	292	291	1131	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	790	1598	246	224	946	252	326	689	292	291	1131	372
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	198	400	62	56	237	63	82	172	73	73	283	93
Total Analysis Volume [veh/h]	790	1598	246	224	946	252	326	689	292	291	1131	372
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.31	0.15	0.07	0.19	0.16	0.10	0.15	0.15	0.09	0.22	0.23
Intersection LOS	D											
Intersection V/C	0.817											

Intersection Level Of Service Report

Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	22.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1432	1712	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1432	1712	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	358	428	12
Total Analysis Volume [veh/h]	0	37	0	1432	1712	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	21.96	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.51	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	12.84	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.96		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1351	1765	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1351	1765	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	338	441	3
Total Analysis Volume [veh/h]	0	10	0	1351	1765	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	20.24	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.16	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.24		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2270	78	32	1439	99	92	0	130	20	0	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2270	78	32	1439	99	92	0	130	20	0	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	568	20	8	360	25	23	0	33	5	0	32
Total Analysis Volume [veh/h]	91	2270	78	32	1439	99	92	0	130	20	0	126
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.45	0.05	0.02	0.32	0.32	0.06	0.00	0.14	0.01	0.00	0.09
Intersection LOS	B											
Intersection V/C	0.666											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2365	1550	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2365	1550	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	591	388	0	0	0
Total Analysis Volume [veh/h]	0	2365	1550	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	17.31
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		17.31	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	396	31	0	224	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	396	31	0	224	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	99	8	0	56	0	1
Total Analysis Volume [veh/h]	396	31	0	224	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.58
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.48
d_A, Approach Delay [s/veh]	0.00		0.00		9.58	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	A					

APPENDIX F-XII

CITY OF SANTA ANA ALTERNATIVE 2 YEAR 2032 CUMULATIVE PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.109

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	123	20	33	97	8	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	20	33	97	8	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	5	8	24	2	9
Total Analysis Volume [veh/h]	123	20	33	97	8	37
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.04	0.02	0.03	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.109					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	34	930	40	89	2128	43	141	0	47	39	0	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	930	40	89	2128	43	141	0	47	39	0	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	233	10	22	532	11	35	0	12	10	0	5
Total Analysis Volume [veh/h]	34	930	40	89	2128	43	141	0	47	39	0	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.03	0.03	0.45	0.45	0.09	0.00	0.03	0.02	0.00	0.01
Intersection LOS	B											
Intersection V/C	0.612											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	9	12	163	12	87	61	1273	31	53	663	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	9	12	163	12	87	61	1273	31	53	663	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	41	3	22	15	318	8	13	166	9
Total Analysis Volume [veh/h]	4	9	12	163	12	87	61	1273	31	53	663	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.10	0.01	0.05	0.02	0.25	0.02	0.02	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.431											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.068

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	68	37	35	1249	668	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	37	35	1249	668	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	9	9	312	167	12
Total Analysis Volume [veh/h]	68	37	35	1249	668	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.08	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.22	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.44	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.08		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.788

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑⇉↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	171	600	153	288	1775	138	147	1083	512	279	508	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	600	153	288	1775	138	147	1083	512	279	508	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	150	38	72	444	35	37	271	128	70	127	47
Total Analysis Volume [veh/h]	171	600	153	288	1775	138	147	1083	512	279	508	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.10	0.09	0.35	0.09	0.05	0.25	0.25	0.09	0.10	0.12
Intersection LOS	C											
Intersection V/C	0.788											

Intersection Level Of Service Report

Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.129

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1488	694	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1488	694	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	372	174	11
Total Analysis Volume [veh/h]	0	69	0	1488	694	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.69	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.44	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.98	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.69		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1779	1449	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1779	1449	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	445	362	2
Total Analysis Volume [veh/h]	0	3	0	1779	1449	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	16.57	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.72	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.57		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1285	25	26	2222	41	85	0	138	18	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1285	25	26	2222	41	85	0	138	18	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	321	6	7	556	10	21	0	35	5	0	6
Total Analysis Volume [veh/h]	38	1285	25	26	2222	41	85	0	138	18	0	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.25	0.02	0.02	0.47	0.47	0.05	0.00	0.14	0.01	0.00	0.03
Intersection LOS	B											
Intersection V/C	0.684											

Intersection Level Of Service Report

Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1371	2274	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1371	2274	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	343	569	0	0	0
Total Analysis Volume [veh/h]	0	1371	2274	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	26.44
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		26.44	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	171	13	0	146	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	13	0	146	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	3	0	37	0	3
Total Analysis Volume [veh/h]	171	13	0	146	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.85
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.88
d_A, Approach Delay [s/veh]	0.00		0.00		8.85	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.215

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	285	47	81	119	6	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	285	47	81	119	6	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	12	20	30	2	16
Total Analysis Volume [veh/h]	285	47	81	119	6	63
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.10	0.05	0.04	0.00	0.04
Intersection LOS	A					
Intersection V/C	0.215					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	84	2262	89	224	1414	112	116	0	40	87	0	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	2262	89	224	1414	112	116	0	40	87	0	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	566	22	56	354	28	29	0	10	22	0	32
Total Analysis Volume [veh/h]	84	2262	89	224	1414	112	116	0	40	87	0	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.44	0.06	0.07	0.32	0.32	0.07	0.00	0.03	0.05	0.00	0.08
Intersection LOS	C											
Intersection V/C	0.716											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	56	70	157	92	25	156	210	1172	54	132	1450	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	70	157	92	25	156	210	1172	54	132	1450	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	39	23	6	39	53	293	14	33	363	38
Total Analysis Volume [veh/h]	56	70	157	92	25	156	210	1172	54	132	1450	150
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.06	0.01	0.10	0.07	0.23	0.03	0.04	0.33	0.33
Intersection LOS	B											
Intersection V/C	0.648											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	24.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.253

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	90	64	70	1301	1651	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	64	70	1301	1651	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	16	18	325	413	22
Total Analysis Volume [veh/h]	90	64	70	1301	1651	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.25	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	23.97	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.98	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	24.38	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.97		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	803	1682	250	233	998	257	332	700	296	297	1150	388
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	803	1682	250	233	998	257	332	700	296	297	1150	388
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	201	421	63	58	250	64	83	175	74	74	288	97
Total Analysis Volume [veh/h]	803	1682	250	233	998	257	332	700	296	297	1150	388
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.33	0.16	0.07	0.20	0.16	0.10	0.16	0.16	0.09	0.23	0.24
Intersection LOS	D											
Intersection V/C	0.843											

Intersection Level Of Service Report

Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	22.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.152

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1452	1741	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1452	1741	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	363	435	12
Total Analysis Volume [veh/h]	0	37	0	1452	1741	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	22.41	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.53	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	13.16	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	22.41		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	20.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1369	1794	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1369	1794	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	342	449	3
Total Analysis Volume [veh/h]	0	10	0	1369	1794	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	20.60	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.23	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.60		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.691

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑⊢			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2392	79	33	1526	99	92	0	130	20	0	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2392	79	33	1526	99	92	0	130	20	0	129
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	598	20	8	382	25	23	0	33	5	0	32
Total Analysis Volume [veh/h]	91	2392	79	33	1526	99	92	0	130	20	0	129
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.47	0.05	0.02	0.34	0.34	0.06	0.00	0.14	0.01	0.00	0.09
Intersection LOS	B											
Intersection V/C	0.691											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2487	1637	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2487	1637	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	622	409	0	0	0
Total Analysis Volume [veh/h]	0	2487	1637	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	18.15
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		18.15	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	414	31	0	234	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	414	31	0	234	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	8	0	59	0	1
Total Analysis Volume [veh/h]	414	31	0	234	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.64
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.48
d_A, Approach Delay [s/veh]	0.00		0.00		9.64	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	A					

APPENDIX F-XIII

CITY OF SANTA ANA ALTERNATIVE 2 YEAR 2036 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.113

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	135	21	33	108	31	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	21	33	108	31	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	5	8	27	8	9
Total Analysis Volume [veh/h]	135	21	33	108	31	37
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.02	0.03	0.02	0.02
Intersection LOS	A					
Intersection V/C	0.113					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	79	958	41	92	2200	43	141	0	185	40	0	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	958	41	92	2200	43	141	0	185	40	0	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	240	10	23	550	11	35	0	46	10	0	5
Total Analysis Volume [veh/h]	79	958	41	92	2200	43	141	0	185	40	0	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.19	0.03	0.03	0.47	0.47	0.09	0.00	0.12	0.03	0.00	0.01
Intersection LOS	B											
Intersection V/C	0.641											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↱			↰ ↑ ↱			↰↰↑↑↑↱			↰↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	5	9	13	185	13	99	61	1319	32	54	683	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	9	13	185	13	99	61	1319	32	54	683	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	46	3	25	15	330	8	14	171	11
Total Analysis Volume [veh/h]	5	9	13	185	13	99	61	1319	32	54	683	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.12	0.01	0.06	0.02	0.26	0.02	0.02	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.455											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.069

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	68	37	35	1307	693	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	37	35	1307	693	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	9	9	327	173	12
Total Analysis Volume [veh/h]	68	37	35	1307	693	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.22	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.22	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.55	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.22		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.838

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	174	640	158	295	1954	142	151	1141	527	289	532	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	174	640	158	295	1954	142	151	1141	527	289	532	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	160	40	74	489	36	38	285	132	72	133	47
Total Analysis Volume [veh/h]	174	640	158	295	1954	142	151	1141	527	289	532	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.13	0.10	0.09	0.38	0.09	0.05	0.26	0.26	0.09	0.10	0.12
Intersection LOS	D											
Intersection V/C	0.838											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1555	720	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1555	720	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	389	180	11
Total Analysis Volume [veh/h]	0	69	0	1555	720	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.86	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.45	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	11.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.86		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1856	1501	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1856	1501	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	464	375	2
Total Analysis Volume [veh/h]	0	3	0	1856	1501	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	17.04	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.75	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.04		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↑ ↑ ↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1372	26	27	2435	41	85	0	138	18	0	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1372	26	27	2435	41	85	0	138	18	0	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	343	7	7	609	10	21	0	35	5	0	7
Total Analysis Volume [veh/h]	38	1372	26	27	2435	41	85	0	138	18	0	26
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.27	0.02	0.02	0.52	0.52	0.05	0.00	0.14	0.01	0.00	0.03
Intersection LOS	C											
Intersection V/C	0.728											

Intersection Level Of Service Report

Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1458	2487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1458	2487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	365	622	0	0	0
Total Analysis Volume [veh/h]	0	1458	2487	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	30.30
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		30.30	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	184	13	0	181	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	13	0	181	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	3	0	45	0	3
Total Analysis Volume [veh/h]	184	13	0	181	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.88
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.89
d_A, Approach Delay [s/veh]	0.00		0.00		8.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.225

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	316	50	81	130	17	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	316	50	81	130	17	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	13	20	33	4	16
Total Analysis Volume [veh/h]	316	50	81	130	17	63
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.11	0.05	0.04	0.01	0.04
Intersection LOS	A					
Intersection V/C	0.225					

Intersection Level Of Service Report
Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	188	2336	92	233	1457	112	116	0	114	90	0	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	2336	92	233	1457	112	116	0	114	90	0	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	584	23	58	364	28	29	0	29	23	0	33
Total Analysis Volume [veh/h]	188	2336	92	233	1457	112	116	0	114	90	0	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.46	0.06	0.07	0.33	0.33	0.07	0.00	0.07	0.06	0.00	0.08
Intersection LOS	C											
Intersection V/C	0.736											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰↰ ↑↑↑ ↱			↰↰ ↑↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	58	73	163	102	26	143	205	1223	56	136	1510	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	73	163	102	26	143	205	1223	56	136	1510	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	18	41	26	7	36	51	306	14	34	378	42
Total Analysis Volume [veh/h]	58	73	163	102	26	143	205	1223	56	136	1510	168
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.15	0.06	0.02	0.09	0.06	0.24	0.04	0.04	0.35	0.35
Intersection LOS	B											
Intersection V/C	0.675											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	25.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.266

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	90	64	70	1351	1717	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	64	70	1351	1717	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	16	18	338	429	22
Total Analysis Volume [veh/h]	90	64	70	1351	1717	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.27	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	25.29	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	1.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	25.95	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	25.29		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	829	1783	259	218	1041	265	343	743	305	307	1215	381
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	829	1783	259	218	1041	265	343	743	305	307	1215	381
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	207	446	65	55	260	66	86	186	76	77	304	95
Total Analysis Volume [veh/h]	829	1783	259	218	1041	265	343	743	305	307	1215	381
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.35	0.16	0.07	0.20	0.17	0.11	0.16	0.16	0.10	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.859											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	23.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.160

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1506	1810	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1506	1810	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	377	453	12
Total Analysis Volume [veh/h]	0	37	0	1506	1810	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	23.52	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.56	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	13.98	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.52		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	21.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1420	1863	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1420	1863	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	355	466	3
Total Analysis Volume [veh/h]	0	10	0	1420	1863	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	21.48	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.14	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.42	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.48		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.729

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2576	82	34	1651	99	92	0	130	20	0	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2576	82	34	1651	99	92	0	130	20	0	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	644	21	9	413	25	23	0	33	5	0	33
Total Analysis Volume [veh/h]	91	2576	82	34	1651	99	92	0	130	20	0	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.51	0.05	0.02	0.36	0.36	0.06	0.00	0.14	0.01	0.00	0.10
Intersection LOS	C											
Intersection V/C	0.729											

Intersection Level Of Service Report

Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2671	1762	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2671	1762	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	668	441	0	0	0
Total Analysis Volume [veh/h]	0	2671	1762	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	19.47
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		19.47	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	452	31	0	260	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	452	31	0	260	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	8	0	65	0	1
Total Analysis Volume [veh/h]	452	31	0	260	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.77
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.50
d_A, Approach Delay [s/veh]	0.00		0.00		9.77	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	A					

APPENDIX F-XIV

CITY OF SANTA ANA ALTERNATIVE 2 YEAR 2045 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↰↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	140	21	33	115	31	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	21	33	115	31	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	5	8	29	8	9
Total Analysis Volume [veh/h]	140	21	33	115	31	37
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.02	0.03	0.02	0.02
Intersection LOS	A					
Intersection V/C	0.115					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱			↰↑ ↱			↰ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	79	1021	44	100	2362	43	141	0	185	43	0	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	1021	44	100	2362	43	141	0	185	43	0	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	255	11	25	591	11	35	0	46	11	0	5
Total Analysis Volume [veh/h]	79	1021	44	100	2362	43	141	0	185	43	0	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.20	0.03	0.03	0.50	0.50	0.09	0.00	0.12	0.03	0.00	0.01
Intersection LOS	B											
Intersection V/C	0.676											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.480

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	5	10	14	191	14	105	64	1420	34	55	724	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	10	14	191	14	105	64	1420	34	55	724	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	3	4	48	4	26	16	355	9	14	181	12
Total Analysis Volume [veh/h]	5	10	14	191	14	105	64	1420	34	55	724	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.12	0.01	0.07	0.02	0.28	0.02	0.02	0.16	0.16
Intersection LOS	A											
Intersection V/C	0.480											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.071

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	68	37	35	1396	737	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	37	35	1396	737	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	9	9	349	184	12
Total Analysis Volume [veh/h]	68	37	35	1396	737	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.48	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.23	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.74	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.48		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.892

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑↱↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	183	682	171	317	2080	151	161	1227	562	311	568	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	682	171	317	2080	151	161	1227	562	311	568	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	171	43	79	520	38	40	307	141	78	142	50
Total Analysis Volume [veh/h]	183	682	171	317	2080	151	161	1227	562	311	568	200
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.13	0.11	0.10	0.41	0.09	0.05	0.28	0.28	0.10	0.11	0.13
Intersection LOS	D											
Intersection V/C	0.892											

Intersection Level Of Service Report

Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.136

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	69	0	1663	766	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	0	1663	766	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	0	416	192	11
Total Analysis Volume [veh/h]	0	69	0	1663	766	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	13.18	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.47	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	11.66	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.18		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	3	0	1987	1605	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	0	1987	1605	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	497	401	2
Total Analysis Volume [veh/h]	0	3	0	1987	1605	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	18.04	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.81	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.04		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.764

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	38	1469	28	30	2605	41	85	0	138	18	0	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1469	28	30	2605	41	85	0	138	18	0	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	367	7	8	651	10	21	0	35	5	0	7
Total Analysis Volume [veh/h]	38	1469	28	30	2605	41	85	0	138	18	0	28
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.29	0.02	0.02	0.55	0.55	0.05	0.00	0.14	0.01	0.00	0.03
Intersection LOS	C											
Intersection V/C	0.764											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	1555	2657	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1555	2657	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	389	664	0	0	0
Total Analysis Volume [veh/h]	0	1555	2657	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	33.89
Movement LOS		A	A	A		D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		33.89	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	193	13	0	191	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	193	13	0	191	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	3	0	48	0	3
Total Analysis Volume [veh/h]	193	13	0	191	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.91
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.90
d_A, Approach Delay [s/veh]	0.00		0.00		8.91	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: South Plaza Drive at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.232

Intersection Setup

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↱		↰ ↑ ↑		↰ ↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	South Plaza Drive		South Plaza Drive		Callen's Common	
Base Volume Input [veh/h]	338	50	81	139	17	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	338	50	81	139	17	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	13	20	35	4	16
Total Analysis Volume [veh/h]	338	50	81	139	17	63
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.12	0.05	0.04	0.01	0.04
Intersection LOS	A					
Intersection V/C	0.232					

Intersection Level Of Service Report

Intersection 15: Bristol St at Callen's Common

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.782

Intersection Setup

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Callen's Common			Callen's Common		
Base Volume Input [veh/h]	188	2508	100	251	1555	112	116	0	114	97	0	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	2508	100	251	1555	112	116	0	114	97	0	143
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	627	25	63	389	28	29	0	29	24	0	36
Total Analysis Volume [veh/h]	188	2508	100	251	1555	112	116	0	114	97	0	143
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.49	0.06	0.08	0.35	0.35	0.07	0.00	0.07	0.06	0.00	0.09
Intersection LOS	C											
Intersection V/C	0.782											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.720

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	63	79	176	106	28	154	220	1314	60	145	1623	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	79	176	106	28	154	220	1314	60	145	1623	178
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	20	44	27	7	39	55	329	15	36	406	45
Total Analysis Volume [veh/h]	63	79	176	106	28	154	220	1314	60	145	1623	178
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.16	0.16	0.07	0.02	0.10	0.07	0.26	0.04	0.05	0.38	0.38
Intersection LOS	C											
Intersection V/C	0.720											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 28.1
Level Of Service: D
Volume to Capacity (v/c): 0.293

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	90	64	70	1446	1842	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	64	70	1446	1842	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	16	18	362	461	22
Total Analysis Volume [veh/h]	90	64	70	1446	1842	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.29	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	28.13	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	1.17	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	29.26	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	28.13		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	888	1907	279	237	1109	285	370	795	326	331	1307	410
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	888	1907	279	237	1109	285	370	795	326	331	1307	410
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	222	477	70	59	277	71	93	199	82	83	327	103
Total Analysis Volume [veh/h]	888	1907	279	237	1109	285	370	795	326	331	1307	410
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.37	0.17	0.07	0.22	0.18	0.12	0.18	0.18	0.10	0.26	0.26
Intersection LOS	E											
Intersection V/C	0.917											

Intersection Level Of Service Report
Intersection 39: Driveway A at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	25.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.177

Intersection Setup

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway A		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	37	0	1613	1941	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1613	1941	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	403	485	12
Total Analysis Volume [veh/h]	0	37	0	1613	1941	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	25.89	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.63	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	15.67	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	25.89		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 40: Driveway B at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	23.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Driveway B		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	0	10	0	1519	1993	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	0	1519	1993	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	380	498	3
Total Analysis Volume [veh/h]	0	10	0	1519	1993	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	23.29	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.15	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.79	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.29		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 41: Bristol St at Driveway C

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.775

Intersection Setup

Name	Bristol St			Bristol St			Driveway C			Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↑↑↑↱			✛			✛		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Driveway C			Driveway		
Base Volume Input [veh/h]	91	2760	89	37	1763	99	92	0	130	21	0	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	2760	89	37	1763	99	92	0	130	21	0	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	690	22	9	441	25	23	0	33	5	0	36
Total Analysis Volume [veh/h]	91	2760	89	37	1763	99	92	0	130	21	0	144
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.54	0.06	0.02	0.39	0.39	0.06	0.00	0.14	0.01	0.00	0.10
Intersection LOS	C											
Intersection V/C	0.775											

Intersection Level Of Service Report
Intersection 42: Bristol St at Driveway D

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	Bristol St		Bristol St		Driveway D	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↱		↱	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Bristol St		Bristol St		Driveway D	
Base Volume Input [veh/h]	0	2855	1874	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2855	1874	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	714	469	0	0	0
Total Analysis Volume [veh/h]	0	2855	1874	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	20.76
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		20.76	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 49: South Plaza Drive at Driveway K

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↱		↑↑		↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	South Plaza Dr		South Plaza Dr		Driveway K	
Base Volume Input [veh/h]	480	31	0	278	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	480	31	0	278	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	120	8	0	70	0	1
Total Analysis Volume [veh/h]	480	31	0	278	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.87
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.51
d_A, Approach Delay [s/veh]	0.00		0.00		9.87	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	A					

APPENDIX F-XV

CITY OF COSTA MESA ALTERNATIVE 1 EXISTING PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.274

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1037	0	3	564	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1037	0	3	564	47
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	18	0	10	9	273	0	1	148	12
Total Analysis Volume [veh/h]	11	0	12	72	0	39	37	1092	0	3	594	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.00	0.02	0.02	0.23	0.00	0.00	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.274											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1201	0	10	1504	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1201	0	10	1504	89
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	24	0	17	18	316	0	3	396	23
Total Analysis Volume [veh/h]	11	0	12	95	0	67	74	1264	0	11	1583	94
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.05	0.26	0.00	0.01	0.35	0.35
Intersection LOS	A											
Intersection V/C	0.455											

APPENDIX F-XVI

CITY OF COSTA MESA ALTERNATIVE 1 EXISTING PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.274

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1037	0	3	564	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1037	0	3	564	47
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	18	0	10	9	273	0	1	148	12
Total Analysis Volume [veh/h]	11	0	12	72	0	39	37	1092	0	3	594	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.00	0.02	0.02	0.23	0.00	0.00	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.274											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1197	0	10	1504	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1197	0	10	1504	89
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	24	0	17	18	315	0	3	396	23
Total Analysis Volume [veh/h]	11	0	12	95	0	67	74	1260	0	11	1583	94
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.05	0.26	0.00	0.01	0.35	0.35
Intersection LOS	A											
Intersection V/C	0.455											

APPENDIX F-XVII

CITY OF COSTA MESA ALTERNATIVE 1 EXISTING PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.279

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1056	0	3	570	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1056	0	3	570	47
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	18	0	10	9	278	0	1	150	12
Total Analysis Volume [veh/h]	11	0	12	72	0	39	37	1112	0	3	600	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.00	0.02	0.02	0.23	0.00	0.00	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.279											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1204	0	10	1515	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1204	0	10	1515	89
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	24	0	17	18	317	0	3	399	23
Total Analysis Volume [veh/h]	11	0	12	95	0	67	74	1267	0	11	1595	94
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.05	0.26	0.00	0.01	0.35	0.35
Intersection LOS	A											
Intersection V/C	0.458											

APPENDIX F-XVIII

CITY OF COSTA MESA ALTERNATIVE 1 YEAR 2030 CUMULATIVE PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.283

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1146	0	3	681	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1146	0	3	681	47
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	287	0	1	170	12
Total Analysis Volume [veh/h]	11	0	12	68	0	37	35	1146	0	3	681	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.24	0.00	0.00	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.283											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.468

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1377	0	10	1676	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1377	0	10	1676	89
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	23	0	16	18	344	0	3	419	22
Total Analysis Volume [veh/h]	11	0	12	90	0	64	70	1377	0	10	1676	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.04	0.29	0.00	0.01	0.37	0.37
Intersection LOS	A											
Intersection V/C	0.468											

APPENDIX F-XIX

CITY OF COSTA MESA ALTERNATIVE 1 YEAR 2032 CUMULATIVE PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.287

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1166	0	3	692	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1166	0	3	692	47
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	292	0	1	173	12
Total Analysis Volume [veh/h]	11	0	12	68	0	37	35	1166	0	3	692	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.24	0.00	0.00	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.287											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.474

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1397	0	10	1706	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1397	0	10	1706	89
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	23	0	16	18	349	0	3	427	22
Total Analysis Volume [veh/h]	11	0	12	90	0	64	70	1397	0	10	1706	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.04	0.29	0.00	0.01	0.37	0.37
Intersection LOS	A											
Intersection V/C	0.474											

APPENDIX F-XX

CITY OF COSTA MESA ALTERNATIVE 1 YEAR 2036 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.319

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1317	0	3	749	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1317	0	3	749	47
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	329	0	1	187	12
Total Analysis Volume [veh/h]	11	0	12	68	0	37	35	1317	0	3	749	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.27	0.00	0.00	0.17	0.17
Intersection LOS	A											
Intersection V/C	0.319											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.495

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1489	0	10	1807	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1489	0	10	1807	89
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	23	0	16	18	372	0	3	452	22
Total Analysis Volume [veh/h]	11	0	12	90	0	64	70	1489	0	10	1807	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.04	0.31	0.00	0.01	0.40	0.40
Intersection LOS	A											
Intersection V/C	0.495											

APPENDIX F-XXII

CITY OF COSTA MESA ALTERNATIVE 1 YEAR 2045 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				↰↱			↰↑↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	68	0	37	35	1506	0	3	1011	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	68	0	37	35	1506	0	3	1011	47
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	17	0	9	9	377	0	1	253	12
Total Analysis Volume [veh/h]	11	0	12	68	0	37	35	1506	0	3	1011	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.31	0.00	0.00	0.22	0.22
Intersection LOS	A											
Intersection V/C	0.358											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

Intersection Setup

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Project Driveway			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	10	0	11	90	0	64	70	1732	0	10	1924	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	11	90	0	64	70	1732	0	10	1924	89
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	23	0	16	18	433	0	3	481	22
Total Analysis Volume [veh/h]	11	0	12	90	0	64	70	1732	0	10	1924	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.04	0.36	0.00	0.01	0.42	0.42
Intersection LOS	A											
Intersection V/C	0.519											

APPENDIX F-XXIII

CITY OF COSTA MESA ALTERNATIVE 2 EXISTING PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.329

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	64	11	69	54	1132	28	52	515	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	64	11	69	54	1132	28	52	515	31
Peak Hour Factor	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	17	3	19	15	307	8	14	139	8
Total Analysis Volume [veh/h]	4	9	12	69	12	75	59	1226	30	56	558	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.01	0.05	0.02	0.26	0.02	0.02	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.329											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	1	37	1	1029	515	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	37	1	1029	515	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	257	129	12
Total Analysis Volume [veh/h]	1	37	1	1029	515	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.28	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.83	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.28		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	137	486	137	249	1521	122	117	969	406	248	411	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	486	137	249	1521	122	117	969	406	248	411	139
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	137	39	70	430	34	33	274	115	70	116	39
Total Analysis Volume [veh/h]	155	549	155	281	1719	138	132	1095	459	280	464	157
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.10	0.09	0.36	0.09	0.04	0.24	0.24	0.09	0.10	0.10
Intersection LOS	C											
Intersection V/C	0.737											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	38	23	125	187	1014	49	122	1261	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	38	23	125	187	1014	49	122	1261	117
Peak Hour Factor	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	39	10	6	34	51	278	13	33	345	32
Total Analysis Volume [veh/h]	56	70	157	42	25	137	205	1111	54	134	1381	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.03	0.02	0.09	0.06	0.23	0.03	0.04	0.31	0.31
Intersection LOS	A											
Intersection V/C	0.547											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.213

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	90	64	70	1081	1426	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	64	70	1081	1426	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	16	18	270	357	22
Total Analysis Volume [veh/h]	90	64	70	1081	1426	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	20.21	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.79	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	19.79	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.21		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.705

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	700	1418	222	202	809	231	297	586	233	266	1033	325
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	700	1418	222	202	809	231	297	586	233	266	1033	325
Peak Hour Factor	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	177	360	56	51	205	59	75	149	59	67	262	82
Total Analysis Volume [veh/h]	710	1438	225	205	820	234	301	594	236	270	1048	330
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.30	0.14	0.06	0.17	0.15	0.09	0.13	0.13	0.08	0.22	0.21
Intersection LOS	C											
Intersection V/C	0.705											

APPENDIX F-XXIV

CITY OF COSTA MESA ALTERNATIVE 2 EXISTING PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.329

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	64	11	76	56	1132	28	52	515	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	64	11	76	56	1132	28	52	515	31
Peak Hour Factor	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	17	3	21	15	307	8	14	139	8
Total Analysis Volume [veh/h]	4	9	12	69	12	82	61	1226	30	56	558	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.04	0.01	0.05	0.02	0.26	0.02	0.02	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.329											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	1	37	1	1029	515	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	37	1	1029	515	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	257	129	12
Total Analysis Volume [veh/h]	1	37	1	1029	515	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.28	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.83	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.28		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.755

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑⬏↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	137	510	137	260	1599	122	117	969	406	248	411	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	510	137	260	1599	122	117	969	406	248	411	142
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	144	39	73	452	34	33	274	115	70	116	40
Total Analysis Volume [veh/h]	155	576	155	294	1807	138	132	1095	459	280	464	160
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.10	0.09	0.38	0.09	0.04	0.24	0.24	0.09	0.10	0.10
Intersection LOS	C											
Intersection V/C	0.755											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.548

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	38	23	128	193	1013	49	122	1261	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	38	23	128	193	1013	49	122	1261	117
Peak Hour Factor	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	39	10	6	35	53	277	13	33	345	32
Total Analysis Volume [veh/h]	56	70	157	42	25	140	211	1110	54	134	1381	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.03	0.02	0.09	0.07	0.23	0.03	0.04	0.31	0.31
Intersection LOS	A											
Intersection V/C	0.548											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.213

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	16	64	14	1077	1426	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	64	14	1077	1426	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	16	4	269	357	22
Total Analysis Volume [veh/h]	16	64	14	1077	1426	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	20.21	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.79	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	19.79	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.21		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	700	1474	222	207	846	231	297	585	233	266	1032	334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	700	1474	222	207	846	231	297	585	233	266	1032	334
Peak Hour Factor	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	177	374	56	52	215	59	75	148	59	67	262	85
Total Analysis Volume [veh/h]	710	1495	225	210	858	234	301	593	236	270	1047	339
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.31	0.14	0.07	0.18	0.15	0.09	0.13	0.13	0.08	0.22	0.21
Intersection LOS	C											
Intersection V/C	0.713											

APPENDIX F-XXV

CITY OF COSTA MESA ALTERNATIVE 2 EXISTING PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	8	11	83	11	85	54	1133	28	52	516	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	11	83	11	85	54	1133	28	52	516	37
Peak Hour Factor	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	22	3	23	15	307	8	14	140	10
Total Analysis Volume [veh/h]	4	9	12	90	12	92	59	1228	30	56	559	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.06	0.01	0.06	0.02	0.26	0.02	0.02	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.343											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	1	37	1	1048	521	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	37	1	1048	521	47
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	0	276	137	12
Total Analysis Volume [veh/h]	1	39	1	1103	548	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.47	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.21	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.24	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.47		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.788

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	137	532	137	257	1722	122	117	989	406	248	418	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	532	137	257	1722	122	117	989	406	248	418	137
Peak Hour Factor	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850	0.8850
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	150	39	73	486	34	33	279	115	70	118	39
Total Analysis Volume [veh/h]	155	601	155	290	1946	138	132	1118	459	280	472	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.13	0.10	0.09	0.41	0.09	0.04	0.25	0.25	0.09	0.10	0.10
Intersection LOS	C											
Intersection V/C	0.788											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.555

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	51	64	143	47	23	110	181	1024	49	122	1272	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	64	143	47	23	110	181	1024	49	122	1272	130
Peak Hour Factor	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130	0.9130
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	39	13	6	30	50	280	13	33	348	36
Total Analysis Volume [veh/h]	56	70	157	51	25	120	198	1122	54	134	1393	142
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.03	0.02	0.08	0.06	0.23	0.03	0.04	0.32	0.32
Intersection LOS	A											
Intersection V/C	0.555											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	21.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.239

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	16	64	14	1084	1437	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	64	14	1084	1437	89
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	17	4	285	378	23
Total Analysis Volume [veh/h]	17	67	15	1141	1513	94
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.24	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	21.86	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.91	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	22.81	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.86		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.721

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	700	1520	222	184	859	231	297	605	233	266	1056	314
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	700	1520	222	184	859	231	297	605	233	266	1056	314
Peak Hour Factor	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	177	385	56	47	218	59	75	153	59	67	268	80
Total Analysis Volume [veh/h]	710	1542	225	187	871	234	301	614	236	270	1071	318
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.32	0.14	0.06	0.18	0.15	0.09	0.13	0.13	0.08	0.22	0.20
Intersection LOS	C											
Intersection V/C	0.721											

APPENDIX F-XXVII

CITY OF COSTA MESA ALTERNATIVE 2 YEAR 2030 CUMULATIVE PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.392

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	9	12	162	12	79	58	1251	30	53	654	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	9	12	162	12	79	58	1251	30	53	654	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	41	3	20	15	313	8	13	164	9
Total Analysis Volume [veh/h]	4	9	12	162	12	79	58	1251	30	53	654	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.10	0.01	0.05	0.02	0.26	0.02	0.02	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.392											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	68	37	35	1229	658	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	37	35	1229	658	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	9	9	307	165	12
Total Analysis Volume [veh/h]	68	37	35	1229	658	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.02	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.22	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.40	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.02		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑⊢↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	169	566	150	272	1669	135	144	1064	504	274	500	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	566	150	272	1669	135	144	1064	504	274	500	181
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	142	38	68	417	34	36	266	126	69	125	45
Total Analysis Volume [veh/h]	169	566	150	272	1669	135	144	1064	504	274	500	181
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.09	0.09	0.35	0.08	0.05	0.25	0.25	0.09	0.10	0.11
Intersection LOS	C											
Intersection V/C	0.731											

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	55	69	154	91	25	150	201	1153	53	130	1425	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	69	154	91	25	150	201	1153	53	130	1425	148
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	17	39	23	6	38	50	288	13	33	356	37
Total Analysis Volume [veh/h]	55	69	154	91	25	150	201	1153	53	130	1425	148
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.14	0.14	0.06	0.02	0.09	0.06	0.24	0.03	0.04	0.33	0.33
Intersection LOS	A											
Intersection V/C	0.587											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	23.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.248

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	90	64	70	1284	1623	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	64	70	1284	1623	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	16	18	321	406	22
Total Analysis Volume [veh/h]	90	64	70	1284	1623	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.25	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	23.45	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.95	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	23.75	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.45		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.781

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	790	1598	246	224	946	252	326	689	292	291	1131	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	790	1598	246	224	946	252	326	689	292	291	1131	372
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	198	400	62	56	237	63	82	172	73	73	283	93
Total Analysis Volume [veh/h]	790	1598	246	224	946	252	326	689	292	291	1131	372
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.33	0.15	0.07	0.20	0.16	0.10	0.15	0.15	0.09	0.24	0.23
Intersection LOS	C											
Intersection V/C	0.781											

APPENDIX F-XXVIII

CITY OF COSTA MESA ALTERNATIVE 2 YEAR 2032 CUMULATIVE PLUS PROJECT PHASES 1 AND 2 TRAFFIC CONDITIONS

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.397

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	4	9	12	163	12	87	61	1273	31	53	663	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	9	12	163	12	87	61	1273	31	53	663	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	41	3	22	15	318	8	13	166	9
Total Analysis Volume [veh/h]	4	9	12	163	12	87	61	1273	31	53	663	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.10	0.01	0.05	0.02	0.27	0.02	0.02	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.397											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.068

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	68	37	35	1249	668	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	37	35	1249	668	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	9	9	312	167	12
Total Analysis Volume [veh/h]	68	37	35	1249	668	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.08	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.22	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.44	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.08		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑ ↱			↰ ↰ ↑ ↑ ↑↱ ↱			↰ ↰ ↑ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	171	600	153	288	1775	138	147	1083	512	279	508	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	600	153	288	1775	138	147	1083	512	279	508	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	150	38	72	444	35	37	271	128	70	127	47
Total Analysis Volume [veh/h]	171	600	153	288	1775	138	147	1083	512	279	508	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.13	0.10	0.09	0.37	0.09	0.05	0.25	0.25	0.09	0.11	0.12
Intersection LOS	C											
Intersection V/C	0.760											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.598

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	56	70	157	92	25	156	210	1172	54	132	1450	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	70	157	92	25	156	210	1172	54	132	1450	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	39	23	6	39	53	293	14	33	363	38
Total Analysis Volume [veh/h]	56	70	157	92	25	156	210	1172	54	132	1450	150
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.06	0.02	0.10	0.07	0.24	0.03	0.04	0.33	0.33
Intersection LOS	A											
Intersection V/C	0.598											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	24.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.253

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	90	64	70	1301	1651	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	64	70	1301	1651	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	16	18	325	413	22
Total Analysis Volume [veh/h]	90	64	70	1301	1651	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.25	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	23.97	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.98	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	24.38	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.97		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	803	1682	250	233	998	257	332	700	296	297	1150	388
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	803	1682	250	233	998	257	332	700	296	297	1150	388
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	201	421	63	58	250	64	83	175	74	74	288	97
Total Analysis Volume [veh/h]	803	1682	250	233	998	257	332	700	296	297	1150	388
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.35	0.16	0.07	0.21	0.16	0.10	0.16	0.16	0.09	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.805											

APPENDIX F-XXIX

CITY OF COSTA MESA ALTERNATIVE 2 YEAR 2036 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.421

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	5	9	13	185	13	99	61	1319	32	54	683	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	9	13	185	13	99	61	1319	32	54	683	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	46	3	25	15	330	8	14	171	11
Total Analysis Volume [veh/h]	5	9	13	185	13	99	61	1319	32	54	683	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.12	0.01	0.06	0.02	0.27	0.02	0.02	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.421											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.069

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	68	37	35	1307	693	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	37	35	1307	693	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	9	9	327	173	12
Total Analysis Volume [veh/h]	68	37	35	1307	693	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.22	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.22	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.55	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.22		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.812

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	174	640	158	295	1954	142	151	1141	527	289	532	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	174	640	158	295	1954	142	151	1141	527	289	532	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	160	40	74	489	36	38	285	132	72	133	47
Total Analysis Volume [veh/h]	174	640	158	295	1954	142	151	1141	527	289	532	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.13	0.10	0.09	0.41	0.09	0.05	0.26	0.26	0.09	0.11	0.12
Intersection LOS	D											
Intersection V/C	0.812											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.625

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑↱			↰ ↑ ↱			↰↰ ↑ ↑ ↑ ↱			↰↰ ↑ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	58	73	163	102	26	143	205	1223	56	136	1510	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	73	163	102	26	143	205	1223	56	136	1510	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	18	41	26	7	36	51	306	14	34	378	42
Total Analysis Volume [veh/h]	58	73	163	102	26	143	205	1223	56	136	1510	168
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.15	0.06	0.02	0.09	0.06	0.25	0.04	0.04	0.35	0.35
Intersection LOS	B											
Intersection V/C	0.625											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	25.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.266

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	90	64	70	1351	1717	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	64	70	1351	1717	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	16	18	338	429	22
Total Analysis Volume [veh/h]	90	64	70	1351	1717	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.27	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	25.29	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	1.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	25.95	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	25.29		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.836

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑┣↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	829	1783	259	218	1041	265	343	743	305	307	1215	381
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	829	1783	259	218	1041	265	343	743	305	307	1215	381
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	207	446	65	55	260	66	86	186	76	77	304	95
Total Analysis Volume [veh/h]	829	1783	259	218	1041	265	343	743	305	307	1215	381
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.37	0.16	0.07	0.22	0.17	0.11	0.16	0.16	0.10	0.25	0.24
Intersection LOS	D											
Intersection V/C	0.836											

APPENDIX F-XXX

CITY OF COSTA MESA ALTERNATIVE 2 YEAR 2045 CUMULATIVE PLUS PROJECT PHASES 1, 2, AND 3 TRAFFIC CONDITIONS

Intersection Level Of Service Report

Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.447

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	5	10	14	191	14	105	64	1420	34	55	724	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	10	14	191	14	105	64	1420	34	55	724	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	3	4	48	4	26	16	355	9	14	181	12
Total Analysis Volume [veh/h]	5	10	14	191	14	105	64	1420	34	55	724	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.12	0.01	0.07	0.02	0.30	0.02	0.02	0.16	0.16
Intersection LOS	A											
Intersection V/C	0.447											

Intersection Level Of Service Report
Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.071

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	68	37	35	1396	737	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	37	35	1396	737	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	9	9	349	184	12
Total Analysis Volume [veh/h]	68	37	35	1396	737	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.48	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.23	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.74	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.48		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.867

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	183	682	171	317	2080	151	161	1227	562	311	568	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	682	171	317	2080	151	161	1227	562	311	568	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	171	43	79	520	38	40	307	141	78	142	50
Total Analysis Volume [veh/h]	183	682	171	317	2080	151	161	1227	562	311	568	200
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.14	0.11	0.10	0.43	0.09	0.05	0.28	0.28	0.10	0.12	0.13
Intersection LOS	D											
Intersection V/C	0.867											

Intersection Level Of Service Report
Intersection 18: South Plaza Drive at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Plaza Drive			South Plaza Drive			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	63	79	176	106	28	154	220	1314	60	145	1623	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	79	176	106	28	154	220	1314	60	145	1623	178
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	20	44	27	7	39	55	329	15	36	406	45
Total Analysis Volume [veh/h]	63	79	176	106	28	154	220	1314	60	145	1623	178
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.16	0.16	0.07	0.02	0.10	0.07	0.27	0.04	0.05	0.38	0.38
Intersection LOS	B											
Intersection V/C	0.670											

Intersection Level Of Service Report

Intersection 19: Project Driveway at Sunflower Ave

Control Type:	Two-way stop	Delay (sec / veh):	28.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.293

Intersection Setup

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↑↑↑		↑↑↱	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Project Driveway		Sunflower Ave		Sunflower Ave	
Base Volume Input [veh/h]	90	64	70	1446	1842	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	64	70	1446	1842	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	16	18	362	461	22
Total Analysis Volume [veh/h]	90	64	70	1446	1842	89
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.29	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	28.13	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	1.17	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	29.26	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	28.13		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 20: Bristol Street at Sunflower Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.896

Intersection Setup

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↰↑↑↑↱			↰↰↑↑↑↱			↰↰↑↑⬏↱			↰↰↑↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Bristol St			Bristol St			Sunflower Ave			Sunflower Ave		
Base Volume Input [veh/h]	888	1907	279	237	1109	285	370	795	326	331	1307	410
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	888	1907	279	237	1109	285	370	795	326	331	1307	410
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	222	477	70	59	277	71	93	199	82	83	327	103
Total Analysis Volume [veh/h]	888	1907	279	237	1109	285	370	795	326	331	1307	410
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.40	0.17	0.07	0.23	0.18	0.12	0.18	0.18	0.10	0.27	0.26
Intersection LOS	D											
Intersection V/C	0.896											