

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 8/26/21 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Santa Fe Springs Pioneer Florence	PROJECT #: LOCATION #: CONTROL:	SC 1 SIGNAL
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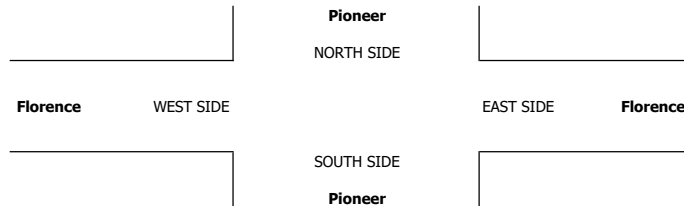
PCE Adjusted	NOTES:								AM PM MD OTHER OTHER	▲ N ◀ W S ▼	▶ E
	Class	1	2	3	4	5	6				
	Factor	1	1.5	2	3	2	2				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Pioneer			Pioneer			Florence			Florence			
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	27	60	53	17	59	10	15	359	36	28	346	10	1,017
	7:15 AM	46	62	47	17	49	15	28	320	29	25	319	18	973
	7:30 AM	77	159	41	28	104	39	43	282	38	32	342	25	1,207
	7:45 AM	98	208	60	53	163	31	37	239	54	44	293	32	1,310
	8:00 AM	50	115	62	40	139	41	34	292	68	32	275	26	1,172
	8:15 AM	45	98	57	22	57	19	32	274	20	44	303	17	984
	8:30 AM	39	75	51	24	30	18	23	293	17	22	313	19	920
	8:45 AM	40	65	44	14	51	20	16	244	15	11	315	14	845
	VOLUMES	419	840	414	213	650	191	226	2,300	274	236	2,504	160	8,426
	APPROACH %	25%	50%	25%	20%	62%	18%	8%	82%	10%	8%	86%	6%	
	APP/DEPART	1,673	/	1,226	1,054	/	1,160	2,800	/	2,927	2,900	/	3,114	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	270	543	210	137	455	126	141	1,132	188	132	1,229	100	4,660
	APPROACH %	26%	53%	21%	19%	63%	18%	10%	77%	13%	9%	84%	7%	
	PEAK HR FACTOR	0.699			0.728			0.928			0.916			0.890
	APP/DEPART	1,023	/	784	717	/	775	1,461	/	1,478	1,461	/	1,624	0
PM	4:00 PM	31	66	37	22	119	43	17	284	31	31	370	17	1,066
	4:15 PM	29	68	54	9	95	32	23	333	36	31	343	20	1,072
	4:30 PM	43	76	56	18	135	41	14	301	46	40	361	9	1,137
	4:45 PM	27	69	42	24	114	24	18	320	42	39	347	17	1,081
	5:00 PM	33	72	46	15	115	39	13	276	24	46	312	19	1,008
	5:15 PM	25	89	34	10	96	31	29	321	37	49	360	20	1,097
	5:30 PM	40	75	40	26	112	42	23	313	33	28	307	11	1,046
	5:45 PM	35	68	51	9	107	21	26	259	35	21	354	19	1,002
	VOLUMES	262	581	358	132	891	272	161	2,406	282	283	2,751	131	8,507
	APPROACH %	22%	48%	30%	10%	69%	21%	6%	84%	10%	9%	87%	4%	
	APP/DEPART	1,200	/	873	1,295	/	1,456	2,849	/	2,895	3,165	/	3,284	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	128	304	177	67	459	135	74	1,218	148	173	1,378	65	4,322
	APPROACH %	21%	50%	29%	10%	70%	20%	5%	85%	10%	11%	85%	4%	
	PEAK HR FACTOR	0.877			0.853			0.933			0.944			0.951
	APP/DEPART	609	/	442	660	/	779	1,439	/	1,461	1,615	/	1,640	0

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0	0	0	0	0	0
0	0	0	0	0	0



PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC
LOCATION #: 2
CONTROL: SIGNAL

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EAST SIDE Florence

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Florence Avenue Townhomes

Vistro File: C:\...\Florence Ave Vistro.vistro

Scenario 5 OY AM

Report File: C:\...\OY AM.pdf

9/1/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Project Driveway/Florence Ave	Two-way stop	HCM 6th Edition	WB Thru	0.018	0.0	A
2	Pioneer Blvd/Florence Ave	Signalized	HCM 6th Edition	NB Right	0.819	38.4	D
3	Orr and Day Rd/Florence Ave	Signalized	HCM 6th Edition	EB Left	0.778	93.2	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Project Driveway/Florence Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Southbound		Eastbound		Westbound	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	8.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	200.00	100.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	1461	1625	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	13	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1532	1692	0
Peak Hour Factor	0.9500	0.9500	0.9300	0.9300	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	412	460	0
Total Analysis Volume [veh/h]	0	0	0	1647	1839	0
Pedestrian Volume [ped/h]	3		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	250	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	36.76	18.09	15.79	0.00	0.00	0.00
Movement LOS	E	C	C	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	27.42		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Pioneer Blvd/Florence Ave

Control Type:	Signalized	Delay (sec / veh):	38.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.819

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	8.00	12.00	12.00	8.00
No. of Lanes in Entry Pocket	2	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	160.00	100.00	100.00	145.00	100.00	100.00	125.00	100.00	100.00	250.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	270	543	210	137	455	126	141	1132	188	132	1229	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	13	0	0	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	281	565	218	142	473	131	147	1190	196	137	1280	104
Peak Hour Factor	0.7000	0.7000	0.7000	0.7300	0.7300	0.7300	0.9300	0.9300	0.9300	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	202	78	49	162	45	40	320	53	37	348	28
Total Analysis Volume [veh/h]	401	807	311	195	648	179	158	1280	211	149	1391	113
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			4			5			1		
v_di, Inbound Pedestrian Volume crossing in	1			5			4			2		
v_co, Outbound Pedestrian Volume crossing	0			1			1			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			1			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			0			0			3		

Version 2021 (SP 0-6)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	45	0	10	46	0	9	51	0	9	51	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	50	40	40	50	41	41	57	48	48	57	48	48
g / C, Green / Cycle	0.43	0.34	0.34	0.43	0.35	0.35	0.50	0.42	0.42	0.50	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.25	0.30	0.32	0.27	0.23	0.23	0.28	0.35	0.14	0.25	0.38	0.07
s, saturation flow rate [veh/h]	1619	1900	1708	721	1900	1754	567	3618	1549	606	3618	1527
c, Capacity [veh/h]	577	655	588	251	671	619	233	1522	652	256	1522	642
d1, Uniform Delay [s]	27.05	35.50	36.13	27.79	31.07	31.11	26.08	29.87	22.34	24.41	31.36	20.82
k, delay calibration	0.11	0.35	0.38	0.27	0.18	0.18	0.50	0.50	0.50	0.41	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.52	11.92	17.58	11.98	1.69	1.86	14.74	5.80	1.32	7.68	10.01	0.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.88	0.92	0.78	0.64	0.64	0.68	0.84	0.32	0.58	0.91	0.18
d, Delay for Lane Group [s/veh]	28.58	47.42	53.71	39.77	32.76	32.97	40.83	35.67	23.66	32.09	41.37	21.42
Lane Group LOS	C	D	D	D	C	C	D	D	C	C	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.58	17.16	17.14	4.18	10.18	9.47	3.23	16.69	4.05	2.68	19.76	2.01
50th-Percentile Queue Length [ft/ln]	89.52	429.10	428.60	104.40	254.38	236.71	80.63	417.30	101.31	66.90	494.02	50.25
95th-Percentile Queue Length [veh/ln]	6.45	23.96	23.93	7.52	15.41	14.51	5.81	23.39	7.29	4.82	27.05	3.62
95th-Percentile Queue Length [ft/ln]	161.13	598.96	598.36	187.93	385.17	362.87	145.14	584.81	182.36	120.43	676.28	90.45

Movement, Approach, & Intersection Results

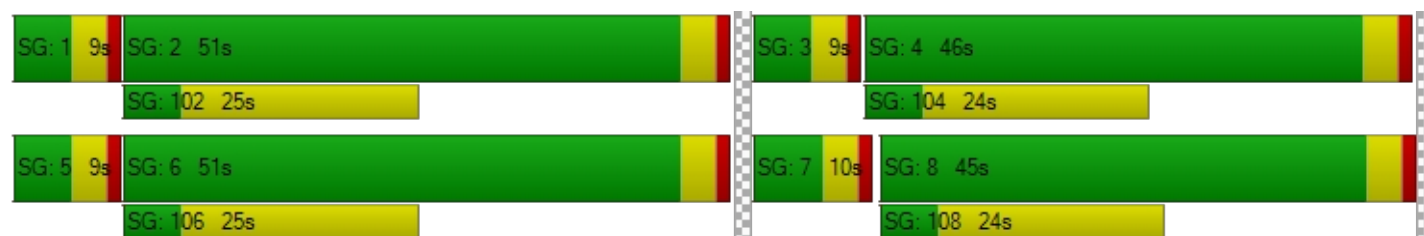
d_M, Delay for Movement [s/veh]	28.58	49.21	53.71	39.77	32.83	32.97	40.83	35.67	23.66	32.09	41.37	21.42
Movement LOS	C	D	D	D	C	C	D	D	C	C	D	C
d_A, Approach Delay [s/veh]	44.68			34.18			34.63			39.17		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	38.45											
Intersection LOS	D											
Intersection V/C	0.819											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.85	48.85	48.85	48.85
I_p,int, Pedestrian LOS Score for Intersection	2.970	2.906	3.266	3.125
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	713	730	817	817
d_b, Bicycle Delay [s]	23.83	23.17	20.10	20.13
I_b,int, Bicycle LOS Score for Intersection	2.813	2.403	2.920	2.923
Bicycle LOS	C	B	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Orr and Day Rd/Florence Ave

Control Type:	Signalized	Delay (sec / veh):	93.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.778

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	120.00	100.00	120.00	350.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	36	34	4	90	5	578	455	1316	12	0	1337	152
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	13	0	0	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	35	4	94	5	601	473	1382	12	0	1392	158
Peak Hour Factor	0.7400	0.7400	0.7400	0.8700	0.8700	0.8700	0.8500	0.8500	0.8500	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	12	1	27	1	173	139	406	4	0	435	49
Total Analysis Volume [veh/h]	50	47	5	108	6	691	556	1626	14	0	1740	198
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Version 2021 (SP 0-6)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	33	0	0	36	0	18	61	0	10	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	14	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31	31	31	31	31	14	63	63	0	49	49
g / C, Green / Cycle	0.22	0.22	0.22	0.22	0.22	0.22	0.10	0.45	0.45	0.00	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.02	0.03	0.03	0.24	0.16	0.30	0.30	0.00	0.36	0.36
s, saturation flow rate [veh/h]	1810	1860	1683	1810	1819	2859	3514	3618	1892	1810	3618	1803
c, Capacity [veh/h]	395	406	367	395	397	624	352	1624	849	0	1262	629
d1, Uniform Delay [s]	43.61	43.59	43.59	44.15	44.15	54.71	63.00	30.27	30.28	0.00	45.58	45.58
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.23	0.50	0.11	0.11	0.49
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.44	0.42	0.47	0.77	0.76	68.97	264.56	0.98	4.07	0.00	18.11	42.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.09	0.09	0.09	0.14	0.14	1.11	1.58	0.66	0.66	0.00	1.02	1.03
d, Delay for Lane Group [s/veh]	44.05	44.01	44.06	44.92	44.91	123.68	327.55	31.25	34.36	0.00	63.69	88.54
Lane Group LOS	D	D	D	D	D	F	F	C	C	A	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.03	1.03	0.94	1.70	1.71	16.97	19.19	14.42	15.83	0.00	24.90	29.16
50th-Percentile Queue Length [ft/ln]	25.72	25.82	23.58	42.53	42.64	424.23	479.83	360.44	395.79	0.00	622.60	729.00
95th-Percentile Queue Length [veh/ln]	1.85	1.86	1.70	3.06	3.07	25.06	30.55	20.64	22.36	0.00	33.62	38.79
95th-Percentile Queue Length [ft/ln]	46.30	46.48	42.45	76.56	76.76	626.52	763.69	516.12	558.92	0.00	840.48	969.71

Movement, Approach, & Intersection Results

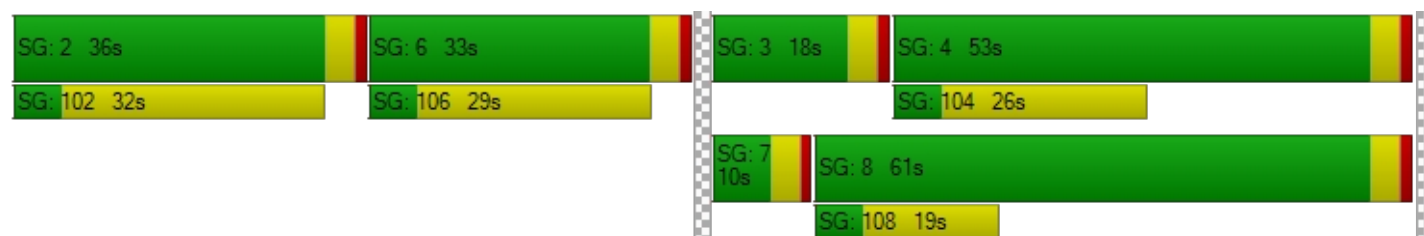
d_M, Delay for Movement [s/veh]	44.04	44.04	44.06	44.92	44.91	123.68	327.55	32.30	34.36	0.00	70.10	88.54
Movement LOS	D	D	D	D	D	F	F	C	C	A	E	F
d_A, Approach Delay [s/veh]	44.04			112.53			107.07			71.98		
Approach LOS	D			F			F			E		
d_I, Intersection Delay [s/veh]	93.18											
Intersection LOS	F											
Intersection V/C	0.778											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	61.29			61.29			61.29			61.29		
I_p,int, Pedestrian LOS Score for Intersection	2.183			2.736			3.318			3.128		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	414			457			814			700		
d_b, Bicycle Delay [s]	44.00			41.66			24.60			29.57		
I_b,int, Bicycle LOS Score for Intersection	1.644			2.888			2.767			2.626		
Bicycle LOS	A			C			C			B		

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Florence Avenue Townhomes

Vistro File: C:\...\Florence Ave Vistro.vistro

Scenario 5 OY AM

Report File: C:\...\OY AM.pdf

9/1/2021

Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	Project Driveway/Florence Ave	0	0	0	1532	1692	0	3224

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Pioneer Blvd/Florence Ave	281	565	218	142	473	131	147	1190	196	137	1280	104	4864

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Orr and Day Rd/Florence Ave	37	35	4	94	5	601	473	1382	12	0	1392	158	4193

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Florence Avenue Townhomes

Vistro File: C:\...\Florence Ave Vistro.vistro

Scenario 7 OY AM + P

Report File: C:\...\OY AM + P.pdf

9/1/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Project Driveway/Florence Ave	Two-way stop	HCM 6th Edition	SB Left	0.035	38.4	E
2	Pioneer Blvd/Florence Ave	Signalized	HCM 6th Edition	NB Right	0.819	38.5	D
3	Orr and Day Rd/Florence Ave	Signalized	HCM 6th Edition	EB Left	0.781	94.2	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Project Driveway/Florence Ave

Control Type:	Two-way stop	Delay (sec / veh):	38.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	8.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	200.00	100.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	1461	1625	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	13	5	13	2	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	13	5	1532	1692	2
Peak Hour Factor	0.9500	0.9500	0.9300	0.9300	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	3	1	412	460	1
Total Analysis Volume [veh/h]	4	14	5	1647	1839	2
Pedestrian Volume [ped/h]	3		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	250	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.05	0.02	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	38.38	19.71	15.97	0.00	0.00	0.00
Movement LOS	E	C	C	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.99	6.99	1.14	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.86		0.05		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 2: Pioneer Blvd/Florence Ave

Control Type:	Signalized	Delay (sec / veh):	38.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.819

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	8.00	12.00	12.00	8.00
No. of Lanes in Entry Pocket	2	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	160.00	100.00	100.00	145.00	100.00	100.00	125.00	100.00	100.00	250.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	270	543	210	137	455	126	141	1132	188	132	1229	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	0	1	14	2	0	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	282	565	218	142	473	131	148	1191	198	137	1280	104
Peak Hour Factor	0.7000	0.7000	0.7000	0.7300	0.7300	0.7300	0.9300	0.9300	0.9300	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	202	78	49	162	45	40	320	53	37	348	28
Total Analysis Volume [veh/h]	403	807	311	195	648	179	159	1281	213	149	1391	113
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			4			5			1		
v_di, Inbound Pedestrian Volume crossing in	1			5			4			2		
v_co, Outbound Pedestrian Volume crossing	0			1			1			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			1			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			0			0			3		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	45	0	10	46	0	9	51	0	9	51	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	50	40	40	50	41	41	57	48	48	57	48	48
g / C, Green / Cycle	0.43	0.35	0.35	0.43	0.35	0.35	0.50	0.42	0.42	0.50	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.25	0.30	0.32	0.27	0.23	0.23	0.28	0.35	0.14	0.25	0.38	0.07
s, saturation flow rate [veh/h]	1618	1900	1708	721	1900	1754	568	3618	1549	606	3618	1527
c, Capacity [veh/h]	578	656	590	252	673	621	233	1518	650	255	1518	641
d1, Uniform Delay [s]	27.06	35.39	36.03	27.74	30.98	31.01	26.14	29.98	22.45	24.49	31.46	20.89
k, delay calibration	0.11	0.35	0.38	0.27	0.18	0.18	0.50	0.50	0.50	0.41	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.53	11.69	17.25	11.85	1.67	1.84	15.13	5.91	1.34	7.76	10.20	0.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.88	0.92	0.77	0.64	0.64	0.68	0.84	0.33	0.58	0.92	0.18
d, Delay for Lane Group [s/veh]	28.59	47.09	53.28	39.59	32.65	32.86	41.27	35.89	23.79	32.25	41.66	21.49
Lane Group LOS	C	D	D	D	C	C	D	D	C	C	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.59	17.10	17.08	4.16	10.16	9.45	3.27	16.76	4.11	2.68	19.83	2.01
50th-Percentile Queue Length [ft/ln]	89.87	427.56	426.96	104.09	253.94	236.30	81.71	418.97	102.63	67.12	495.72	50.34
95th-Percentile Queue Length [veh/ln]	6.47	23.88	23.86	7.49	15.38	14.49	5.88	23.47	7.39	4.83	27.13	3.62
95th-Percentile Queue Length [ft/ln]	161.77	597.12	596.39	187.35	384.62	362.35	147.07	586.81	184.74	120.81	678.29	90.61

Movement, Approach, & Intersection Results

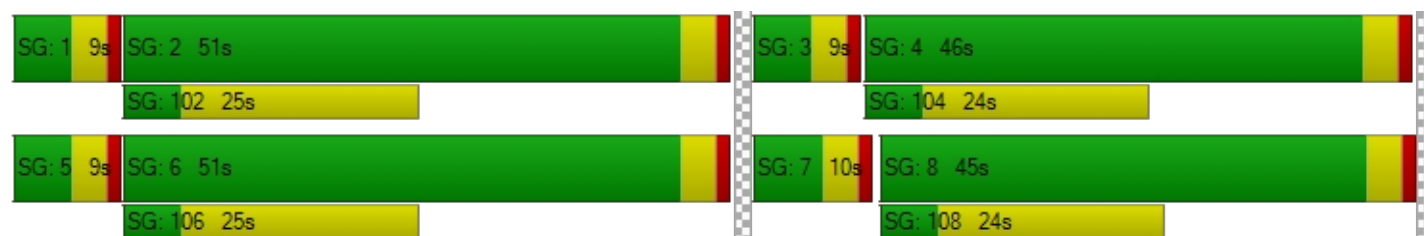
d_M, Delay for Movement [s/veh]	28.59	48.85	53.28	39.59	32.72	32.86	41.27	35.89	23.79	32.25	41.66	21.49
Movement LOS	C	D	D	D	C	C	D	D	C	C	D	C
d_A, Approach Delay [s/veh]	44.39			34.06			34.85			39.44		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	38.49											
Intersection LOS	D											
Intersection V/C	0.819											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.85	48.85	48.85	48.85
I_p,int, Pedestrian LOS Score for Intersection	2.970	2.906	3.268	3.126
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	713	730	817	817
d_b, Bicycle Delay [s]	23.83	23.17	20.10	20.13
I_b,int, Bicycle LOS Score for Intersection	2.814	2.403	2.923	2.923
Bicycle LOS	C	B	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Orr and Day Rd/Florence Ave

Control Type:	Signalized	Delay (sec / veh):	94.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.781

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	120.00	100.00	120.00	350.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	36	34	4	90	5	578	455	1316	12	0	1337	152
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	2	0	0	0	16	0	0	11	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	35	4	96	5	601	473	1385	12	0	1401	162
Peak Hour Factor	0.7400	0.7400	0.7400	0.8700	0.8700	0.8700	0.8500	0.8500	0.8500	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	12	1	28	1	173	139	407	4	0	438	51
Total Analysis Volume [veh/h]	50	47	5	110	6	691	556	1629	14	0	1751	203
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	33	0	0	36	0	18	61	0	10	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	14	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31	31	31	31	31	14	63	63	0	49	49
g / C, Green / Cycle	0.22	0.22	0.22	0.22	0.22	0.22	0.10	0.45	0.45	0.00	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.02	0.03	0.03	0.24	0.16	0.30	0.30	0.00	0.36	0.36
s, saturation flow rate [veh/h]	1810	1860	1683	1810	1818	2859	3514	3618	1892	1810	3618	1801
c, Capacity [veh/h]	395	406	367	395	397	624	352	1624	849	0	1262	628
d1, Uniform Delay [s]	43.61	43.59	43.59	44.18	44.18	54.71	63.00	30.29	30.30	0.00	45.57	45.57
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.23	0.50	0.11	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.44	0.42	0.47	0.78	0.78	68.99	264.56	0.99	4.09	0.00	20.95	45.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.09	0.09	0.09	0.15	0.15	1.11	1.58	0.66	0.66	0.00	1.03	1.04
d, Delay for Lane Group [s/veh]	44.05	44.01	44.06	44.96	44.95	123.70	327.55	31.28	34.40	0.00	66.52	91.40
Lane Group LOS	D	D	D	D	D	F	F	C	C	A	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.03	1.03	0.94	1.73	1.74	16.97	19.19	14.46	15.88	0.00	25.40	29.64
50th-Percentile Queue Length [ft/ln]	25.72	25.82	23.58	43.31	43.42	424.24	479.83	361.41	396.88	0.00	635.07	740.93
95th-Percentile Queue Length [veh/ln]	1.85	1.86	1.70	3.12	3.13	25.06	30.55	20.69	22.41	0.00	34.41	39.59
95th-Percentile Queue Length [ft/ln]	46.30	46.48	42.45	77.96	78.16	626.56	763.69	517.30	560.24	0.00	860.16	989.76

Movement, Approach, & Intersection Results

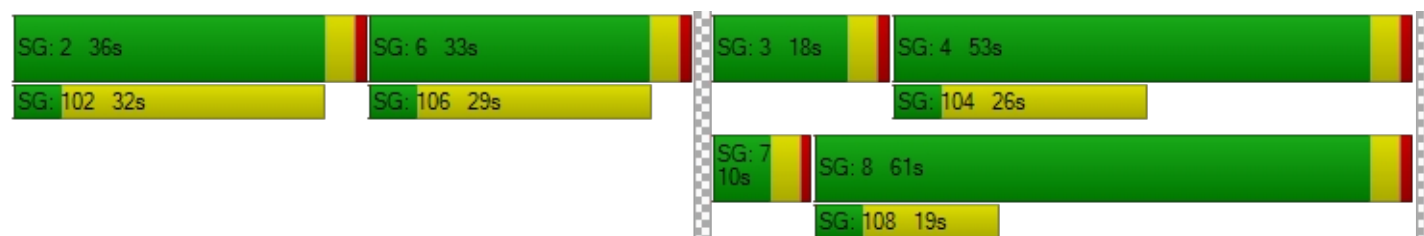
d_M, Delay for Movement [s/veh]	44.04	44.04	44.06	44.96	44.95	123.70	327.55	32.33	34.40	0.00	72.91	91.40
Movement LOS	D	D	D	D	D	F	F	C	C	A	E	F
d_A, Approach Delay [s/veh]	44.04			112.38			106.99			74.83		
Approach LOS	D			F			F			E		
d_I, Intersection Delay [s/veh]	94.17											
Intersection LOS	F											
Intersection V/C	0.781											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	61.29			61.29			61.29			61.29		
I_p,int, Pedestrian LOS Score for Intersection	2.183			2.737			3.320			3.131		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	414			457			814			700		
d_b, Bicycle Delay [s]	44.00			41.66			24.60			29.57		
I_b,int, Bicycle LOS Score for Intersection	1.644			2.891			2.769			2.634		
Bicycle LOS	A			C			C			B		

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Florence Avenue Townhomes

Vistro File: C:\...\Florence Ave Vistro.vistro

Scenario 7 OY AM + P

Report File: C:\...\OY AM + P.pdf

9/1/2021

Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	Project Driveway/Florence Ave	4	13	5	1532	1692	2	3248

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Pioneer Blvd/Florence Ave	282	565	218	142	473	131	148	1191	198	137	1280	104	4869

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Orr and Day Rd/Florence Ave	37	35	4	96	5	601	473	1385	12	0	1401	162	4211

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Florence Avenue Townhomes

Vistro File: C:\...\Florence Ave Vistro.vistro

Scenario 6 OY PM

Report File: C:\...\OY PM.pdf

9/1/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Project Driveway/Florence Ave	Two-way stop	HCM 6th Edition	WB Thru	0.015	0.0	A
2	Pioneer Blvd/Florence Ave	Signalized	HCM 6th Edition	SB Right	0.677	28.8	C
3	Orr and Day Rd/Florence Ave	Signalized	HCM 6th Edition	WB Right	0.694	60.8	E

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Project Driveway/Florence Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	8.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	200.00	100.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	1345	1336	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	2	12	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1401	1401	0
Peak Hour Factor	0.9500	0.9500	0.9300	0.9300	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	377	381	0
Total Analysis Volume [veh/h]	0	0	0	1506	1523	0
Pedestrian Volume [ped/h]	2		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	250	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	26.33	15.27	13.14	0.00	0.00	0.00
Movement LOS	D	C	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.80		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Pioneer Blvd/Florence Ave

Control Type:	Signalized	Delay (sec / veh):	28.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.677

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	8.00	12.00	12.00	8.00
No. of Lanes in Entry Pocket	2	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	160.00	100.00	100.00	145.00	100.00	100.00	125.00	100.00	100.00	250.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	128	304	177	67	459	135	74	1218	148	173	1378	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	2	0	0	12	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	316	184	70	477	140	77	1269	154	180	1445	68
Peak Hour Factor	0.8800	0.8800	0.8800	0.8500	0.8500	0.8500	0.9300	0.9300	0.9300	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	90	52	21	140	41	21	341	41	48	384	18
Total Analysis Volume [veh/h]	151	359	209	82	561	165	83	1365	166	191	1537	72
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			3			3			1		
v_di, Inbound Pedestrian Volume crossing in	1			3			3			2		
v_co, Outbound Pedestrian Volume crossing	1			3			0			4		
v_ci, Inbound Pedestrian Volume crossing mi	0			4			1			3		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			0			1			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	60	0	9	60	0	9	37	0	9	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	35	26	26	35	26	26	72	63	63	72	63	63
g / C, Green / Cycle	0.31	0.23	0.23	0.31	0.23	0.23	0.62	0.55	0.55	0.62	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.08	0.16	0.16	0.08	0.20	0.20	0.17	0.38	0.11	0.35	0.42	0.05
s, saturation flow rate [veh/h]	1854	1900	1646	1048	1900	1746	481	3618	1530	544	3618	1525
c, Capacity [veh/h]	418	433	375	289	433	398	275	1969	833	316	1980	835
d1, Uniform Delay [s]	31.22	40.75	40.92	30.34	42.79	42.85	17.70	19.18	13.38	18.15	20.50	12.36
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	2.02	2.50	0.53	5.52	6.21	2.81	2.03	0.54	8.28	3.06	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.70	0.71	0.28	0.87	0.88	0.30	0.69	0.20	0.60	0.78	0.09
d, Delay for Lane Group [s/veh]	31.75	42.77	43.42	30.87	48.30	49.07	20.50	21.22	13.91	26.43	23.56	12.57
Lane Group LOS	C	D	D	C	D	D	C	C	B	C	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.55	8.04	7.20	1.70	10.92	10.19	1.01	13.32	2.29	2.68	16.27	0.92
50th-Percentile Queue Length [ft/ln]	38.78	201.06	179.98	42.46	272.95	254.68	25.22	333.00	57.23	66.94	406.80	22.98
95th-Percentile Queue Length [veh/ln]	2.79	12.69	11.60	3.06	16.34	15.42	1.82	19.31	4.12	4.82	22.89	1.65
95th-Percentile Queue Length [ft/ln]	69.81	317.34	289.99	76.44	408.42	385.54	45.39	482.64	103.01	120.48	572.19	41.36

Movement, Approach, & Intersection Results

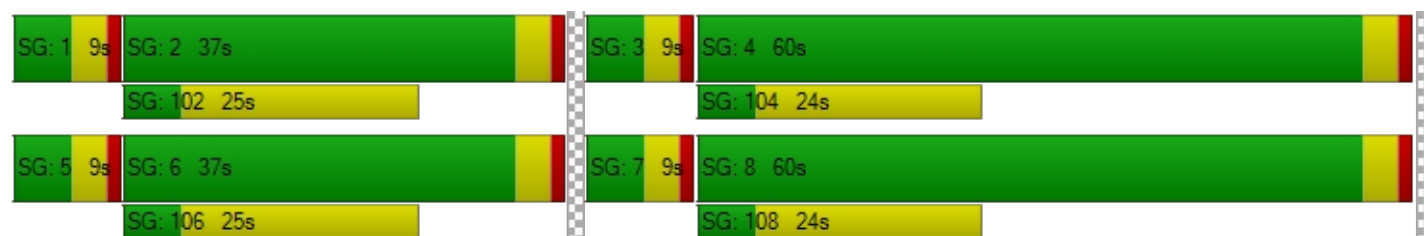
d_M, Delay for Movement [s/veh]	31.75	42.88	43.42	30.87	48.55	49.07	20.50	21.22	13.91	26.43	23.56	12.57
Movement LOS	C	D	D	C	D	D	C	C	B	C	C	B
d_A, Approach Delay [s/veh]	40.70			46.86			20.43			23.42		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	28.79											
Intersection LOS	C											
Intersection V/C	0.677											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	48.87			48.87			48.87			48.87		
I_p,int, Pedestrian LOS Score for Intersection	2.885			2.748			3.082			3.056		
Crosswalk LOS	C			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	974			974			574			574		
d_b, Bicycle Delay [s]	15.16			15.15			29.27			29.27		
I_b,int, Bicycle LOS Score for Intersection	2.153			2.226			2.891			3.045		
Bicycle LOS	B			B			C			C		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Orr and Day Rd/Florence Ave

Control Type:	Signalized	Delay (sec / veh):	60.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	120.00	100.00	120.00	350.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	22	18	2	65	23	483	545	1373	38	0	1481	87
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	2	0	0	12	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	19	2	68	24	502	567	1430	40	0	1552	90
Peak Hour Factor	0.7000	0.7000	0.7000	0.8900	0.8900	0.8900	0.9400	0.9400	0.9400	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	7	1	19	7	141	151	380	11	0	404	23
Total Analysis Volume [veh/h]	33	27	3	76	27	564	603	1521	43	0	1617	94
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Version 2021 (SP 0-6)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	33	0	0	37	0	29	71	0	9	51	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	14	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	150	150	150	150	150	150	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31	31	31	31	31	25	72	72	0	47	47
g / C, Green / Cycle	0.21	0.21	0.21	0.21	0.21	0.21	0.17	0.48	0.48	0.00	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.01	0.03	0.03	0.20	0.17	0.28	0.29	0.00	0.31	0.31
s, saturation flow rate [veh/h]	1810	1851	1684	1810	1855	2859	3514	3618	1873	1810	3618	1847
c, Capacity [veh/h]	375	383	348	375	384	592	586	1734	898	0	1131	578
d1, Uniform Delay [s]	47.73	47.72	47.72	48.53	48.52	58.76	62.49	28.43	28.47	0.00	51.54	51.54
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.24	0.50	0.11	0.11	0.47
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	0.28	0.31	0.76	0.73	27.12	25.32	0.72	2.91	0.00	12.70	36.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.06	0.06	0.14	0.14	0.95	1.03	0.59	0.60	0.00	1.00	1.00
d, Delay for Lane Group [s/veh]	48.03	48.00	48.03	49.28	49.26	85.87	87.81	29.15	31.37	0.00	64.24	88.25
Lane Group LOS	D	D	D	D	D	F	F	C	C	A	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.69	0.69	0.63	1.66	1.69	12.82	13.25	13.70	14.79	0.00	23.17	27.52
50th-Percentile Queue Length [ft/ln]	17.26	17.28	15.80	41.49	42.35	320.62	331.28	342.38	369.85	0.00	579.36	687.89
95th-Percentile Queue Length [veh/ln]	1.24	1.24	1.14	2.99	3.05	18.70	19.50	19.76	21.10	0.00	31.09	36.17
95th-Percentile Queue Length [ft/ln]	31.06	31.11	28.43	74.68	76.22	467.45	487.57	494.10	527.55	0.00	777.32	904.18

Movement, Approach, & Intersection Results

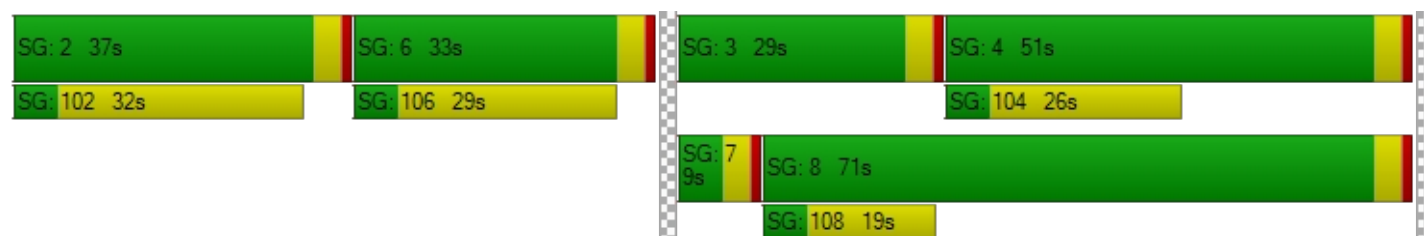
d_M, Delay for Movement [s/veh]	48.02	48.02	48.03	49.28	49.26	85.87	87.81	29.87	31.37	0.00	71.44	88.25
Movement LOS	D	D	D	D	D	F	F	C	C	A	E	F
d_A, Approach Delay [s/veh]	48.02			80.22			46.02			72.36		
Approach LOS	D			F			D			E		
d_I, Intersection Delay [s/veh]	60.78											
Intersection LOS	E											
Intersection V/C	0.694											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	66.27			66.27			66.27			66.27		
I_p,int, Pedestrian LOS Score for Intersection	2.189			2.704			3.285			3.081		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	387			440			893			627		
d_b, Bicycle Delay [s]	48.80			45.63			22.96			35.36		
I_b,int, Bicycle LOS Score for Intersection	1.612			2.660			2.751			2.501		
Bicycle LOS	A			B			C			B		

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Florence Avenue Townhomes

Vistro File: C:\...\Florence Ave Vistro.vistro

Scenario 6 OY PM

Report File: C:\...\OY PM.pdf

9/1/2021

Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	Project Driveway/Florence Ave	0	0	0	1401	1401	0	2802

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Pioneer Blvd/Florence Ave	133	316	184	70	477	140	77	1269	154	180	1445	68	4513

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Orr and Day Rd/Florence Ave	23	19	2	68	24	502	567	1430	40	0	1552	90	4317

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Florence Avenue Townhomes

Vistro File: C:\...\Florence Ave Vistro.vistro

Scenario 8 OY PM + P

Report File: C:\...\OY PM + P.pdf

9/1/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Project Driveway/Florence Ave	Two-way stop	HCM 6th Edition	SB Left	0.018	26.9	D
2	Pioneer Blvd/Florence Ave	Signalized	HCM 6th Edition	SB Right	0.678	28.8	C
3	Orr and Day Rd/Florence Ave	Signalized	HCM 6th Edition	WB Right	0.696	61.2	E

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Project Driveway/Florence Ave

Control Type:	Two-way stop	Delay (sec / veh):	26.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	8.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	200.00	100.00	100.00	245.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	1345	1336	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	8	13	2	12	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	8	13	1401	1401	4
Peak Hour Factor	0.9500	0.9500	0.9300	0.9300	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	3	377	381	1
Total Analysis Volume [veh/h]	3	8	14	1506	1523	4
Pedestrian Volume [ped/h]	2		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	250	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.03	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	26.90	15.84	13.44	0.00	0.00	0.00
Movement LOS	D	C	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.10	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.16	3.16	2.46	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.85		0.12		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 2: Pioneer Blvd/Florence Ave

Control Type:	Signalized	Delay (sec / veh):	28.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	8.00	12.00	12.00	8.00
No. of Lanes in Entry Pocket	2	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	160.00	100.00	100.00	145.00	100.00	100.00	125.00	100.00	100.00	250.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	128	304	177	67	459	135	74	1218	148	173	1378	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	0	0	1	1	3	2	0	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	316	184	70	477	141	78	1270	156	180	1446	68
Peak Hour Factor	0.8800	0.8800	0.8800	0.8500	0.8500	0.8500	0.9300	0.9300	0.9300	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	90	52	21	140	41	21	341	42	48	385	18
Total Analysis Volume [veh/h]	153	359	209	82	561	166	84	1366	168	191	1538	72
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			3			3			1		
v_di, Inbound Pedestrian Volume crossing in	1			3			3			2		
v_co, Outbound Pedestrian Volume crossing	1			3			0			4		
v_ci, Inbound Pedestrian Volume crossing mi	0			4			1			3		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			0			1			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	60	0	9	60	0	9	37	0	9	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	35	26	26	35	26	26	72	63	63	72	63	63
g / C, Green / Cycle	0.31	0.23	0.23	0.31	0.23	0.23	0.62	0.55	0.55	0.62	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.08	0.16	0.16	0.08	0.20	0.20	0.17	0.38	0.11	0.35	0.43	0.05
s, saturation flow rate [veh/h]	1852	1900	1646	1048	1900	1746	481	3618	1530	543	3618	1525
c, Capacity [veh/h]	418	434	376	289	434	399	275	1968	833	316	1979	834
d1, Uniform Delay [s]	31.22	40.72	40.89	30.31	42.77	42.83	17.79	19.22	13.42	18.21	20.54	12.39
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.54	2.01	2.48	0.53	5.51	6.21	2.86	2.04	0.55	8.32	3.08	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.69	0.71	0.28	0.87	0.88	0.31	0.69	0.20	0.60	0.78	0.09
d, Delay for Lane Group [s/veh]	31.76	42.73	43.37	30.84	48.28	49.05	20.65	21.26	13.96	26.52	23.62	12.59
Lane Group LOS	C	D	D	C	D	D	C	C	B	C	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.57	8.04	7.19	1.70	10.93	10.20	1.02	13.35	2.32	2.68	16.31	0.92
50th-Percentile Queue Length [ft/ln]	39.31	200.96	179.85	42.44	273.34	254.95	25.59	333.72	58.06	67.05	407.81	23.00
95th-Percentile Queue Length [veh/ln]	2.83	12.69	11.59	3.06	16.36	15.44	1.84	19.34	4.18	4.83	22.94	1.66
95th-Percentile Queue Length [ft/ln]	70.75	317.20	289.82	76.39	408.91	385.89	46.06	483.52	104.50	120.69	573.41	41.41

Movement, Approach, & Intersection Results

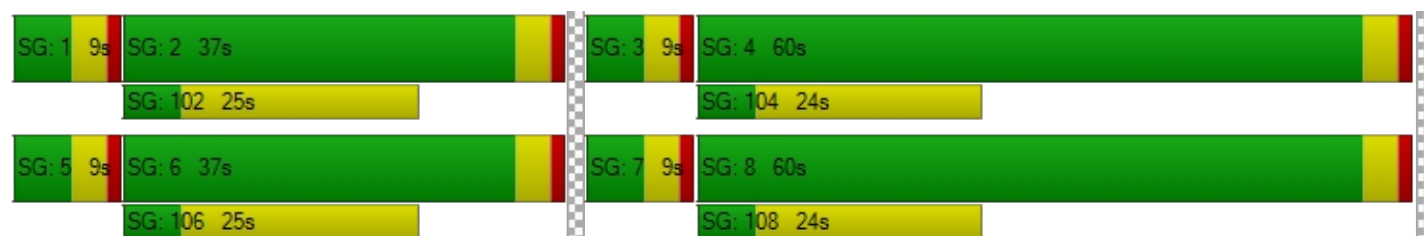
d_M, Delay for Movement [s/veh]	31.76	42.83	43.37	30.84	48.53	49.05	20.65	21.26	13.96	26.52	23.62	12.59
Movement LOS	C	D	D	C	D	D	C	C	B	C	C	B
d_A, Approach Delay [s/veh]	40.64			46.84			20.47			23.49		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	28.82											
Intersection LOS	C											
Intersection V/C	0.678											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	48.87			48.87			48.87			48.87		
I_p,int, Pedestrian LOS Score for Intersection	2.886			2.749			3.084			3.057		
Crosswalk LOS	C			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	974			974			574			574		
d_b, Bicycle Delay [s]	15.16			15.15			29.27			29.27		
I_b,int, Bicycle LOS Score for Intersection	2.154			2.227			2.894			3.045		
Bicycle LOS	B			B			C			C		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Orr and Day Rd/Florence Ave

Control Type:	Signalized	Delay (sec / veh):	61.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	120.00	100.00	120.00	350.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	22	18	2	65	23	483	545	1373	38	0	1481	87
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	4	0	0	0	11	0	0	17	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	19	2	72	24	502	567	1439	40	0	1557	93
Peak Hour Factor	0.7000	0.7000	0.7000	0.8900	0.8900	0.8900	0.9400	0.9400	0.9400	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	7	1	20	7	141	151	383	11	0	405	24
Total Analysis Volume [veh/h]	33	27	3	81	27	564	603	1531	43	0	1622	97
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	33	0	0	37	0	29	71	0	9	51	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	14	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	150	150	150	150	150	150	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31	31	31	31	31	25	72	72	0	47	47
g / C, Green / Cycle	0.21	0.21	0.21	0.21	0.21	0.21	0.17	0.48	0.48	0.00	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.01	0.03	0.03	0.20	0.17	0.29	0.29	0.00	0.31	0.31
s, saturation flow rate [veh/h]	1810	1851	1684	1810	1853	2859	3514	3618	1874	1810	3618	1846
c, Capacity [veh/h]	375	383	348	375	384	592	586	1734	898	0	1131	577
d1, Uniform Delay [s]	47.73	47.72	47.72	48.60	48.59	58.76	62.49	28.50	28.54	0.00	51.54	51.54
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.24	0.50	0.11	0.11	0.47
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	0.28	0.31	0.80	0.78	27.12	25.32	0.74	2.95	0.00	13.90	38.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.06	0.06	0.14	0.14	0.95	1.03	0.60	0.60	0.00	1.01	1.01
d, Delay for Lane Group [s/veh]	48.03	48.00	48.03	49.40	49.37	85.87	87.81	29.24	31.49	0.00	65.44	89.65
Lane Group LOS	D	D	D	D	D	F	F	C	C	A	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.69	0.69	0.63	1.74	1.78	12.83	13.25	13.82	14.93	0.00	23.36	27.72
50th-Percentile Queue Length [ft/ln]	17.26	17.28	15.80	43.61	44.45	320.63	331.28	345.50	373.33	0.00	584.10	692.99
95th-Percentile Queue Length [veh/ln]	1.24	1.24	1.14	3.14	3.20	18.70	19.50	19.92	21.27	0.00	31.42	36.53
95th-Percentile Queue Length [ft/ln]	31.06	31.11	28.43	78.49	80.02	467.46	487.57	497.92	531.76	0.00	785.48	913.23

Movement, Approach, & Intersection Results

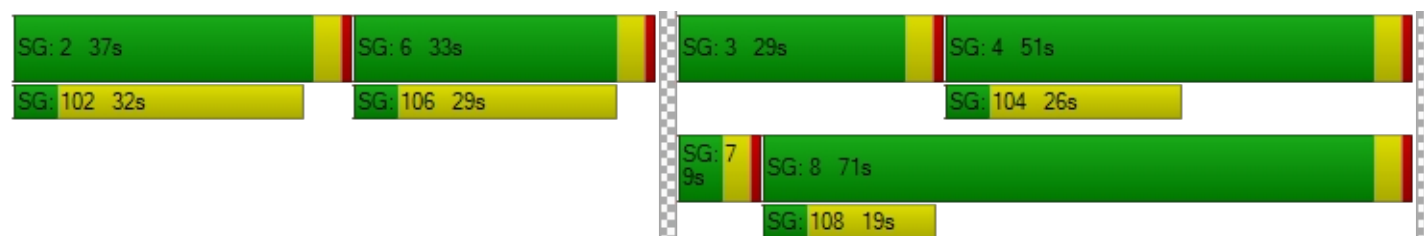
d_M, Delay for Movement [s/veh]	48.02	48.02	48.03	49.40	49.37	85.87	87.81	29.97	31.49	0.00	72.67	89.65
Movement LOS	D	D	D	D	D	F	F	C	C	A	E	F
d_A, Approach Delay [s/veh]	48.02			80.01			46.02			73.63		
Approach LOS	D			F			D			E		
d_I, Intersection Delay [s/veh]	61.23											
Intersection LOS	E											
Intersection V/C	0.696											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	66.27			66.27			66.27			66.27		
I_p,int, Pedestrian LOS Score for Intersection	2.189			2.706			3.287			3.084		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	387			440			893			627		
d_b, Bicycle Delay [s]	48.80			45.63			22.96			35.36		
I_b,int, Bicycle LOS Score for Intersection	1.612			2.668			2.757			2.505		
Bicycle LOS	A			B			C			B		

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Florence Avenue Townhomes

Vistro File: C:\...\Florence Ave Vistro.vistro

Scenario 8 OY PM + P

Report File: C:\...\OY PM + P.pdf

9/1/2021

Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	Project Driveway/Florence Ave	3	8	13	1401	1401	4	2830

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Pioneer Blvd/Florence Ave	135	316	184	70	477	141	78	1270	156	180	1446	68	4521

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Orr and Day Rd/Florence Ave	23	19	2	72	24	502	567	1439	40	0	1557	93	4338