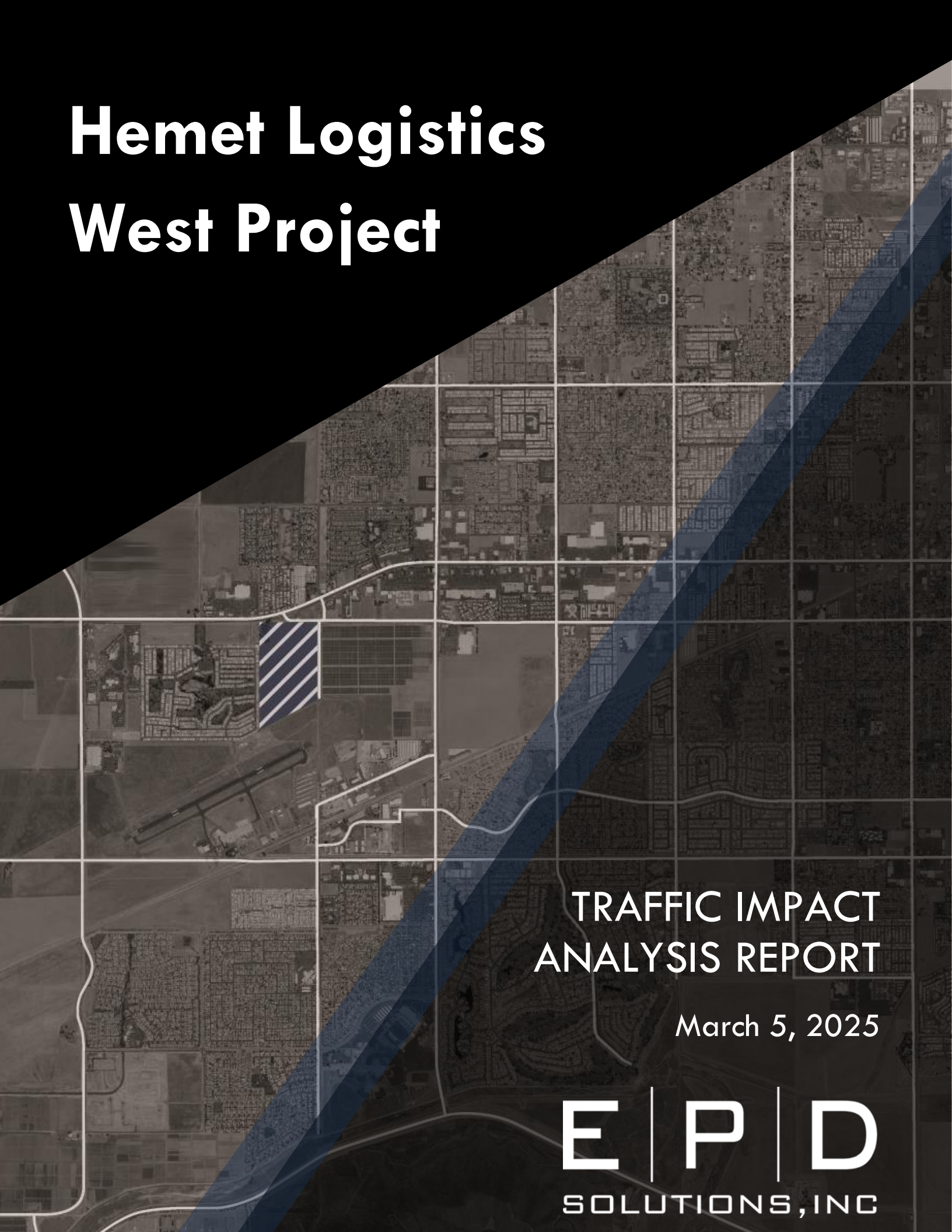
Hemet Logistics West Project



TRAFFIC IMPACT ANALYSIS REPORT

March 5, 2025

E|P|D SOLUTIONS, INC

Hemet Industrial

Traffic Impact Analysis

City of Hemet

Prepared For

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1 EXECUTIVE SUMMARY

This Traffic Impact Analysis (TIA) has been prepared by EPD Solutions, Inc. (EPD) to analyze the potential traffic related impacts of the proposed development for four industrial buildings (Project) totaling 1,140,401 square feet. The Project site is located within the western portion of Riverside County in the City of Hemet, southwest of the intersection of West Acacia Avenue and Cawston Avenue.

The trip generation for the proposed development was analyzed as per the *TUMF High-Cube Warehouse Trip Generation Study* (WSP, January 29, 2019). The proposed Project is estimated to generate approximately 2,428 daily trips, 139 AM (107 inbound and 32 outbound), and 188 PM (53 inbound and 135 outbound) peak hour trips. In terms of passenger car equivalent (PCE), the proposed Project is estimated to generate approximately 3,023 daily PCE trips, 177 AM (137 inbound and 40 outbound), and 228 PM (64 inbound and 164 outbound) peak hour PCE trips.

The following study area intersections were evaluated during the AM and PM peak hours, which are defined as the hours with the highest traffic volumes during the 7 AM to 9 AM and 4 PM to 6 PM peak commute periods.

- #1- SR-79/SR-74
- #2- Four Seasons Blvd/SR-74
- #3- California Ave/SR-74
- #4- Warren Rd/SR-74
- #5- Acacia Ave/SR-74
- #6- Project Dwy 1 (To Be Constructed)/Acacia Ave
- #7- Cawston Ave/SR-74
- #8- Cawston Ave/Acacia Ave
- #9- Cawston Ave (To Be Constructed)/Acacia Ave
- #10- Cawston Ave (To Be Constructed)/Project Dwy 2
- #11- Cawston Ave (To Be Constructed)/Project Dwy 3
- #12- Cawston Ave (To Be Constructed)/Project Dwy 4
- #13- Sanderson Ave/SR-74
- #14- Sanderson Ave/Acacia Ave
- #15- Sanderson Ave/Stetson Ave

As a requirement of this TIA, the following two intersections were analyzed for the queuing deficiency:

- #7- Cawston Ave/SR-74
- #9- Cawston Ave (To Be Constructed)/Acacia Ave

AM and PM peak hour traffic operations were evaluated for the following scenarios:

1. Existing Conditions
2. Project Completion (Existing plus Ambient Growth plus Project) Conditions
3. Cumulative (Existing plus Ambient Growth plus Project plus Cumulative Projects) Conditions

Existing Conditions Intersection Analysis Results

- **Intersection Level of Service:**

Among the ten existing intersections, the following one (1) intersection would operate at an unsatisfactory LOS under the Existing conditions:

- Intersection #1. SR-79/SR-74 (LOS E during PM peak hour)

- **Intersection Queuing Analysis:**

Among the two (2) study intersections analyzed for queuing deficiency, intersection #9 (Cawston Ave /Acacia Ave) does not exist under Existing Conditions. No queueing deficiencies were observed during the AM & PM peak hour under Existing condition.

Project Completion Conditions (2025) Intersection Analysis Results

- **Intersection Level of Service:**

Among the fifteen intersections, the following one (1) intersection would operate at an unsatisfactory LOS under the Project Completion (2025) conditions:

- Intersection #1. SR-79/SR-74 (LOS E during PM peak hour)

- **Intersection Queuing Analysis:**

Among the two (2) study intersections analyzed for queuing deficiency, no queueing deficiencies were observed during the AM & PM peak hour under Project Completion (2025) conditions.

Cumulative Conditions (2025) Intersection Analysis Results

- **Intersection Level of Service:**

Among the fifteen intersections, the following four (4) intersections would operate at an unsatisfactory LOS under the Cumulative conditions (2025):

- Intersection #1. SR-79/SR-74 (LOS F during AM and PM peak hour)
- Intersection #3. California Ave/SR-74 (LOS F during AM and PM peak hour)
- Intersection #4. Warren Rd/SR-74 (LOS E during AM and LOS F during PM peak hour)
- Intersection #15. Sanderson Ave/Stetson Ave (LOS E during AM and LOS F during PM peak hour)

- **Intersection Queuing Analysis:**

Among the two (2) study intersections analyzed for queuing deficiency, queueing deficiencies were observed under Cumulative conditions (2025), for the following approaches:

- Intersection #7. Cawston Ave/SR-74
    - Northbound left-turn lane (PM peak hour)
    - Southbound left-turn lane (PM peak hour)

Recommended LOS Improvements

The following improvements are recommended for satisfactory intersection operations:

- Intersection #1. SR-79/SR-74 (Project Completion and Cumulative Conditions):
    - Project Completion:
        - Widen and restripe the northbound approach on SR-79 to create an exclusive left-turn lane, a through lane, and a right-turn lane with overlap phasing, and prohibit the westbound U-turn.
    - Cumulative Conditions:
        - Widen and restripe the northbound approach on SR-79 to create an exclusive left-turn lane, a through lane, and a right-turn lane with overlap phasing, and prohibit the westbound U-turn.
        - Restripe the eastbound approach on SR-74 to create an exclusive left-turn lane, two through lanes, and a shared through-right-turn lane. Widen the westbound leg to add an additional receiving lane.
        - Widen and restripe the westbound approach on SR-74 to create two exclusive left-turn lanes, a through lane, and a shared through-right-turn lane. Remove the curb bulb-out on the northbound receiving leg.
- Intersection #3. California Ave/SR-74 (Cumulative Conditions):
    - Widen and restripe the southbound approach on California Avenue to create a shared through-left-turn lane, and two right-turn lanes with overlap phasing, and prohibit the eastbound U-turn.
- Intersection #4. Warren Rd/SR-74 (Cumulative Conditions):
    - Restripe the northbound approach on Warren Rd to create two exclusive left-turn lanes, a through lane, and a shared through-right-turn lane.

No feasible improvements would result in the following intersections operating with satisfactory LOS besides expanding Stetson Avenue to the ultimate configuration identified in the General Plan:

- Intersection #15. Sanderson Ave/Stetson Ave (Cumulative Conditions):

The land uses and circulation system in this General Plan have resolved the service level problems identified for Stetson Avenue. Therefore, consistent with the City's General Plan, no further improvements for the intersection of Sanderson Avenue and Stetson Avenue are recommended due to existing geometric constraints.

Recommended Queueing Improvements

The following improvements would result in satisfactory queueing on each approach:

- Intersection #7. Cawston Ave/SR-74 (Cumulative Conditions):
    - Restripe the northbound approach on Cawston Ave to create an exclusive left-turn lane (with no taper to merge into two-way left-turn lane on Cawston Ave), a shared left-turn and through lane, and a shared right-turn and through lane with split phasing for both northbound and southbound approaches.

Additionally, the following improvement is recommended for Intersection #7, in order to provide access to the two-way left-turn median lane to and from the two driveways on either side of Cawston Avenue:

- Extend the "keep clear" sign that is 140 feet south of the intersection to both sides of Cawston Avenue

Project Fair Share

The fair share percentages for recommended intersection improvements are listed below:

- Intersection #1- SR-79/SR-74: 3.99%
- Intersection #3- California Ave/SR-74: 4.11%
- Intersection #4- Warren Rd/SR-74: 4.20%
- Intersection #7- Cawston Ave/SR-74: 4.43%
- Intersection #15- Sanderson Ave/Stetson Ave: 4.05%

2 INTRODUCTION

This Traffic Impact Analysis (TIA) has been prepared by EPD Solutions, Inc. (EPD) to analyze the potential traffic related impacts of the proposed development for four industrial buildings (Project) totaling 1,140,401 square feet. The Project site is located within the western portion of Riverside County in the City of Hemet, southwest of the intersection of West Acacia Avenue and Cawston Avenue. The scope of work for this TIA was reviewed and approved by the City of Hemet and is provided in Appendix A. The TIA was prepared according to the approved scope of work using methodologies and significance criteria consistent as per the Riverside County Transportation Analysis Guidelines for Level of Service (LOS) Vehicle Miles Traveled (VMT) (December 2020) and the City of Hemet General Plan 2030, Environmental Impact Report (January 12, 2012) (Hemet General Plan FEIR).

2.1 Project Description

The Project site encompasses approximately 60.86 acres of vacant land identified by Assessor's Parcel Number (APN) 456-010-025. The proposed Project consists of four warehouse buildings totaling 1,140,401 square feet. The Project will construct new ingress and egress points into the site. Passenger vehicles coming in from West Florida Avenue (SR-74) will be able to access the site via a 26 ft wide driveway on the northern frontage of the site. Trucks access to the site will be provided via three driveways along Cawston Avenue on the eastern frontage of the project. Passenger vehicles will also be able to access these driveways. All three driveways on the eastern project frontage are approximately 40 ft wide. A 26-foot-wide fire lane will circulate throughout the project site for emergency vehicle access. The location of the Project is shown in *Figure 2.1: Project Location* and the Project site plan is shown in *Figure 2.2: Project Site Plan*.

Figure 2.1: Project Location

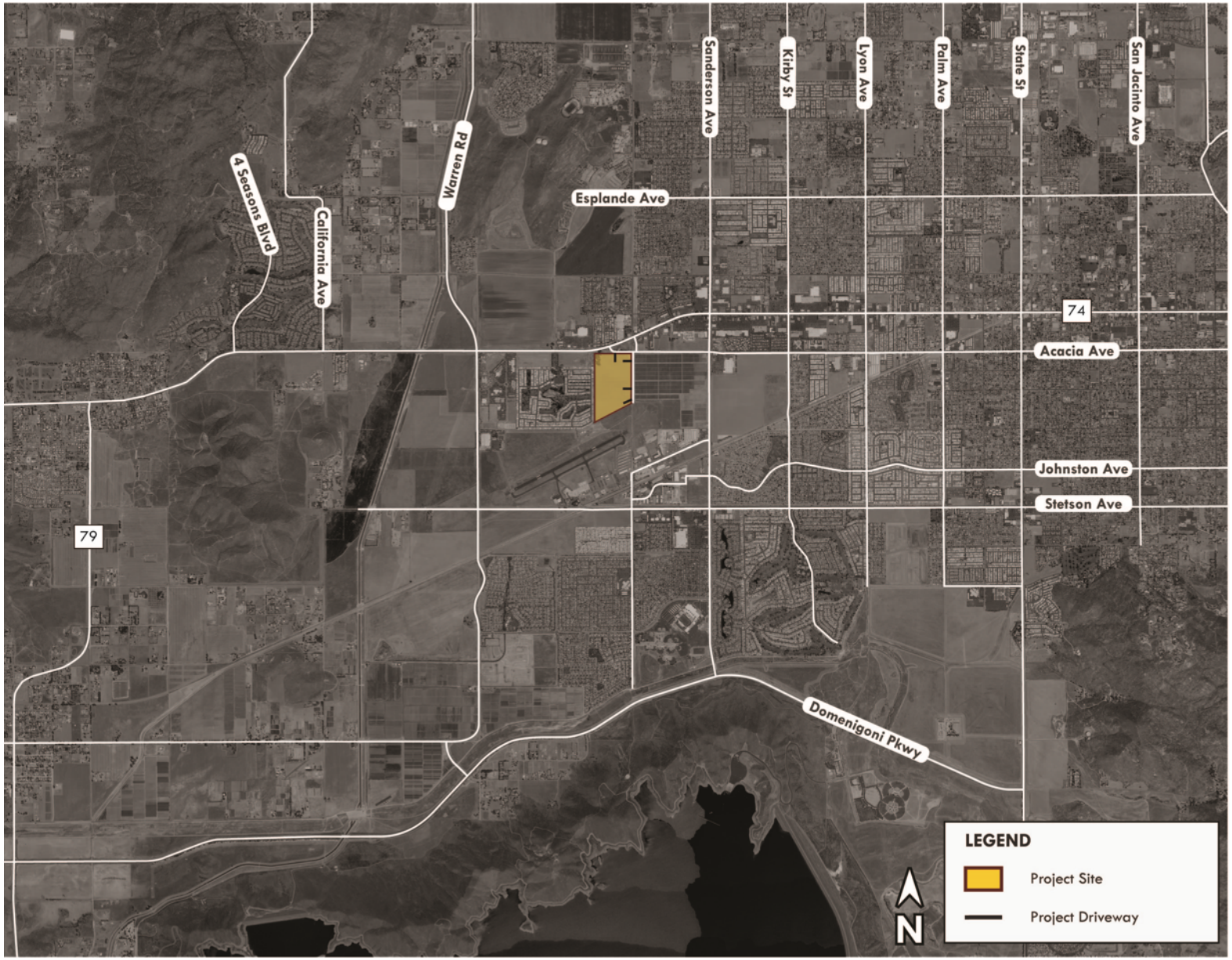


Figure 2.2: Project Site Plan



MATER SITE PLAN

TRUE NORTH | SCALE 1" = 100'-0" | 1

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2.2 Study Area and Analysis Scenarios

The County's Guidelines require that the traffic and circulation impacts of proposed development projects be analyzed. The study area was selected to include those intersections to which the project would add 50 or more peak hour trips. This TIA includes the analysis of signalized intersections and two-way stop controlled (TWSC) intersections. The following intersections were included in the analysis:

- #1-SR-79/SR-74 (Existing-Signal)
- #2- Four Seasons Blvd/SR-74 (Existing-Signal)
- #3- California Ave/SR-74 (Existing-Signal)
- #4- Warren Rd/SR-74 (Existing-Signal)
- #5- Acacia Ave/SR-74 (Existing-Signal)
- #6- Project Dwy 1/Acacia Ave (Proposed-TWSC)
- #7- Cawston Ave/SR-74 (Existing-Signal)
- #8- Cawston Ave/Acacia Ave (Existing-TWSC)
- #9- Cawston Ave (To Be Constructed)/Acacia Ave (Proposed-TWSC)
- #10- Cawston Ave (To Be Constructed)/Project Dwy 2 (Proposed-TWSC)
- #11- Cawston Ave (To Be Constructed)/Project Dwy 3 (Proposed-TWSC)
- #12- Cawston Ave ((To Be Constructed)/Project Dwy 4 (Proposed-TWSC)
- #13- Sanderson Ave/SR-74 (Existing-Signal)
- #14- Sanderson Ave/Acacia Ave (Existing-Signal)
- #15- Sanderson Ave/Stetson Ave (Existing-Signal)

As a requirement of this TIA, the following two intersections were analyzed for the queuing deficiency:

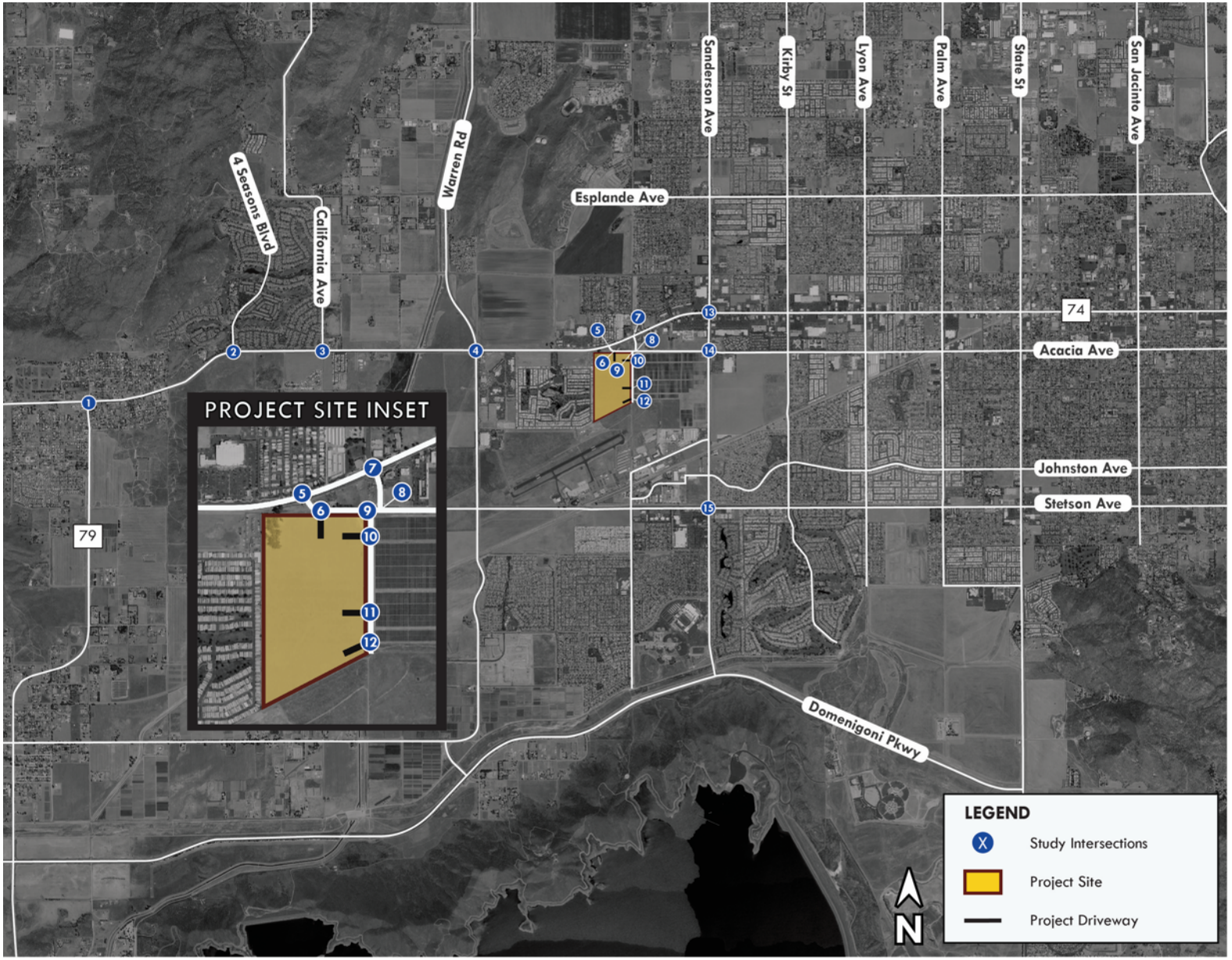
- #7- Cawston Ave/SR-74
- #9- Cawston Ave (To Be Constructed)/Acacia Ave

The locations of the study area intersections are shown on *Figure 2.3. Study Area Intersections* were evaluated during the AM and PM peak hours, which are defined as the hour with the highest traffic volumes during the 7 AM to 9 AM and 4 PM to 6 PM peak commute periods. AM and PM peak hour traffic operations were evaluated for the following scenarios:

1. Existing Conditions
2. Project Completion (Existing plus Ambient Growth plus Project) Conditions
3. Cumulative (Existing plus Ambient Growth plus Project plus Cumulative Projects) Conditions

EPD collected counts for the study intersections on Tuesday, September 10th, 2024. As per the County of Riverside Transportation Analysis Guidelines, forecast traffic volumes for the Project Completion (2025) baseline conditions were developed by adding the Project trips to Existing conditions and adding an ambient growth rate of two percent per year to existing traffic volumes. Cumulative (2025) traffic volumes were developed by adding the Project trips to Existing conditions, adding an ambient growth rate of two percent per year to existing traffic volumes and adding traffic generated by other approved and pending development projects. All traffic count data are provided in *Appendix B*.

Figure 2.3: Project Study Area



2.3 Methodology

Intersection operations are evaluated using Level of Service (LOS), which is a measure of the delay experienced by drivers on a roadway facility. LOS A indicates free-flow traffic conditions and is generally the best operating conditions. LOS F is an extremely congested condition and is the worst operating condition from the driver's perspective. In this report, LOS at signalized and unsignalized intersections is calculated using the *Highway Capacity Manual* (HCM), 7th Edition methodology.

LOS at signalized intersections is defined in terms of the weighted average control delay for the intersection as a whole. Control delay is a measure of the increase in travel time that is experienced due to traffic signal control and is expressed in terms of average control delay per vehicle (in seconds). Control delay is determined based on the intersection geometry and volume, signal cycle length, phasing and coordination along the arterial corridor. *Table 2.1* shows the relationship between control delay and LOS.

Table 2.1: Relationship between Control Delay and LOS at a Signalized Intersection

LOS	Delay (Seconds per Vehicle)
A	≤ 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	>80

Unsignalized intersections are categorized as either all-way stop control (AWSC) or two-way stop control (TWSC). LOS at AWSC intersections is determined by the weighted average control delay of the overall intersection. The HCM TWSC intersection methodology calculates LOS based on the delay experienced by drivers on the minor (stop-controlled) approaches to the intersection. For TWSC intersections, LOS is determined for each minor-street movement, as well as the major-street left-turns. The relationship between delay and LOS at Unsignalized intersections is shown in *Table 2.2*.

Table 2.2: Relationship between Delay and LOS an Unsignalized Intersection

LOS	Delay (seconds)
A	0-10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

2.4 Significance Criteria

City of Hemet

The City of Hemet *General Plan 2030 Chapter 4.4 Roadway Circulation* identifies LOS D as the lowest acceptable LOS for peak-hour intersection movements and LOS C as the lowest acceptable LOS for roadway segment operation. Therefore, any intersection operating at LOS E or F and any roadway segment operating at LOS D would be considered deficient. The City has identified additional thresholds

for project impacts that go beyond acceptable operational LOS to address direct project impacts on roadway capacity:

- The City of Hemet General Plan 2030 Section 4.4.1 Measuring Traffic Flow states that 'The City accepts a Level of Service below "D" for roadways and intersections at Florida and Sanderson Avenues, and at Devonshire and Sanderson Avenues, where Level of Service is affected by delays at Florida and Sanderson Avenues. The City has recognized that certain segments and intersections would exceed Level of Service "D" as early as 1992 during a comprehensive General Plan update. These segments included portions of Florida Avenue, Stetson Avenue, and Sanderson Avenue. Measure C incorporated these problematic roads in the measure language, and portions of Florida, Sanderson and Stetson do not need to comply with Measure C's standard:

    - The land uses and circulation system in this General Plan have resolved the service level problems identified for Stetson Avenue.

    - However, Florida Avenue and Sanderson Avenue would still operate below Level of Service "D" with implementation of the General Plan.' Therefore, consistent with the City's General Plan, no further improvements for the intersection of Sanderson Avenue and Stetson Avenue are recommended.

    - It is to be noted that the *Hemet General Plan FEIR Section 4.13.4 Threshold of Significance* specifically identifies that the intersection of Sanderson Avenue and SR-74 would operate at unacceptable LOS E or LOS F, representing a significant impact and a potential conflict with the City's performance measures for the circulation system.

For purposes of compliance with the California Environmental Quality Act (CEQA), projects that increase V/C by .01 or more on affected roadway segments at intersections already experiencing or projected to experience LOS E or F conditions are considered to create potentially significant impacts, and a traffic analysis report and mitigation measures are required.

County of Riverside

The *County of Riverside General Plan's Circulation Element* - Chapter 4 sets LOS standard of C for all county intersections, with exceptions for intersections within designated Area Plans, where the standard is D. One such Area Plan is Harvest Valley/Winchester. Hence, any intersection operating at LOS E or F is deemed deficient. In this context, the intersection of SR-79 and SR-74, located within the Harvest Valley/Winchester area, has been evaluated against the LOS D standard in our analysis.

California Department of Transportation (Caltrans)

The Caltrans Guide for the Preparation of *Traffic Impact Studies* (December 2002) required that State Highway facilities be analyzed when project traffic was added to the facility. These guidelines were superseded by the *Caltrans Vehicle Miles Traveled-Focused Transportation Impact Study Guide* in May 2020. As noted in the updated guidelines, Caltrans is now focused on vehicle miles traveled (VMT) as a metric for transportation analysis and states the following: "With this guidance, the Department will transition away from requesting LOS or other vehicle operations analyses of land use projects."

3 BASELINE CONDITIONS

This section discusses the baseline (without Project) conditions. Baseline conditions are those conditions that exist within the study area in the existing condition.

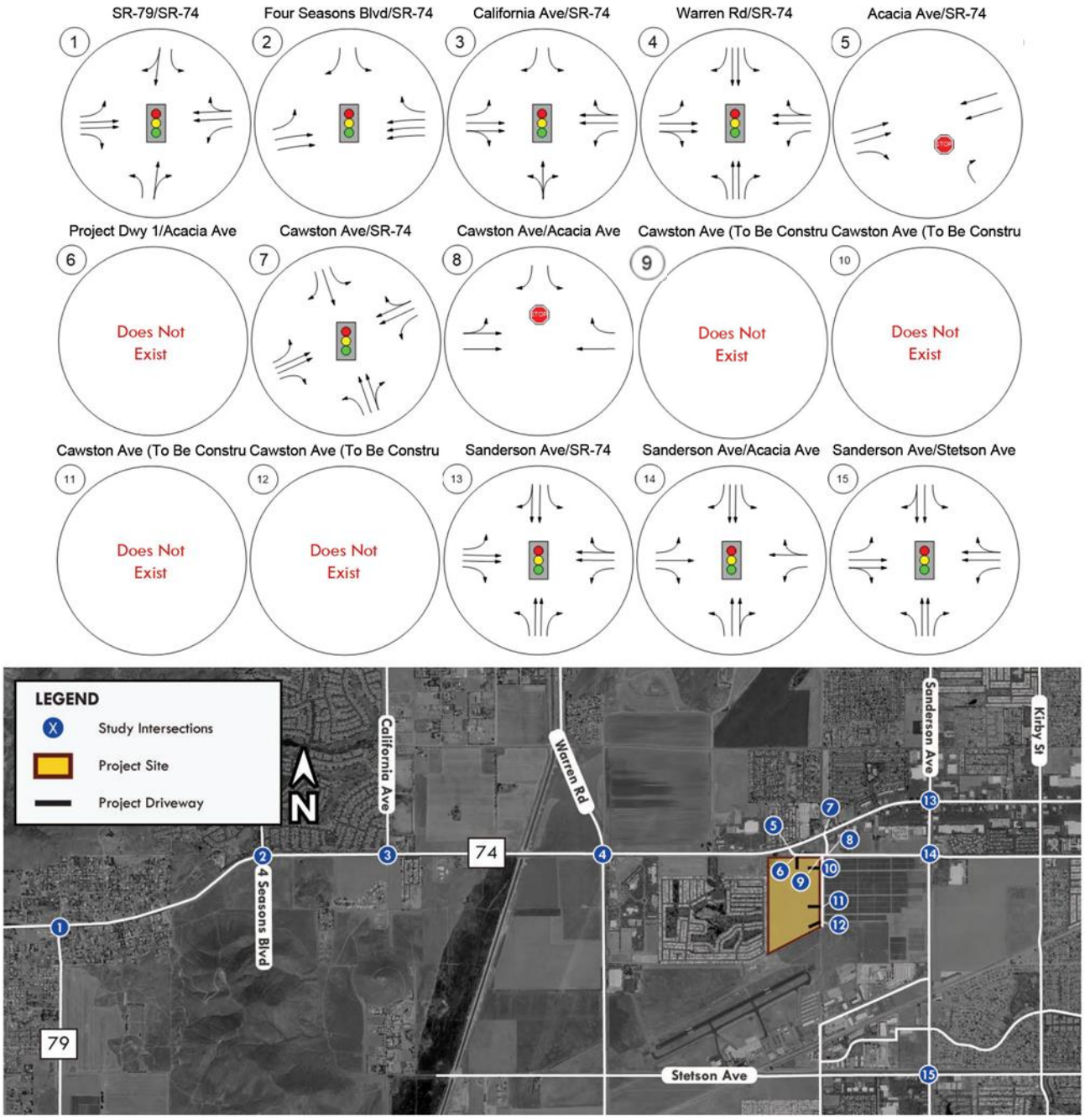
3.1 Existing Transportation System and Access

The Project site is located within the western portion of Riverside County in the City of Hemet, southwest of the intersection of West Acacia Avenue and Cawston Avenue. Regional access to the site is provided by State Route 74 (SR-74) and State Route 79 (SR-79). Local access to the site is via Warren Road, Acacia Avenue, Cawston Avenue, Sanderson Avenue and Stetson Avenue within the jurisdiction of the City of Hemet. The characteristics of each roadway are discussed below:

- Regional access is provided to the Project via State Route 74 (SR-74) which connects to I-215 and State Route 79 (SR-79) which connects to I-15 and I-10 which provides connections to San Bernardino County, Los Angeles County and San Diego County.
- Warren Road is designated as an arterial as per the City of Hemet General Plan 2030. In the vicinity of the study area, it features two northbound lanes and one southbound lane between SR-74 and Whittier Avenue. Despite having a Class II bike lane designation, no such lanes are observed near the study area. Sidewalks are provided on the eastern side of the street between SR-74 and Whitter Avenue. Warren Road has a posted speed limit of 55 miles per hour (mph).
- Acacia Avenue and Cawston Avenue are classified as secondary as per the City of Hemet General Plan 2030. In the immediate vicinity of the study area, Acacia Avenue comprises two lanes between SR-74 and Cawston Avenue, and two eastbound lanes plus one westbound lane between Cawston Avenue and Sanderson Avenue. Cawston Avenue, on the other hand, features four lanes between SR-74 and Acacia Avenue. As part of the Project, a 47-foot dedication will be made alongside the site frontage to construct two lanes on Cawston Avenue. Neither of these roads currently feature bike lanes. Sidewalks are provided on both sides of Cawston Avenue between SR-74 and Acacia Avenue, and on both sides of Acacia Avenue between Cawston Avenue and Sanderson Avenue. The posted speed limits are 40 mph on Acacia Avenue and 30 mph on Cawston Avenue near the Project site.
- Sanderson Avenue and Stetson Avenue are classified as Major as per the City of Hemet General Plan 2030. In the vicinity of the study area, Sanderson Avenue and Stetson Avenue are built as four-lane road. Bike lanes are not observed near the study area. Sidewalks are provided on both sides of Sanderson Avenue between SR-74 and Stetson Avenue and the south side of Stetson Avenue between Cawston Avenue and Sanderson Avenue. The posted speed limits are 30 mph on Sanderson Avenue between SR-74 and Acacia Avenue and 45 mph between Acacia Avenue and Stetson Avenue. The posted speed limit is 45 mph on Stetson Avenue near the Project site.

The existing traffic control and intersection geometrics at study area intersections are shown in Figure 3.1.

Figure 3.1: Existing Lane Geometries and Traffic Control



3.2 Existing Traffic Volumes and Intersection Operations

EPD collected counts for the study intersections on Tuesday, September 10th, 2024. Existing AM and PM peak hour traffic volumes at the study area intersections are shown in *Figure 3.2* and *Figure 3.3* respectively. Levels of service at the study area intersections were determined using the HCM methodology, described previously in *Section 2.3*. The existing levels of service in the study area are shown in *Table 3.1*. All LOS calculations are provided in *Appendix C*. As shown in *Table 3.1*, among the ten existing intersections, the following one (1) intersection would operate at an unsatisfactory LOS under the Existing conditions:

- Intersection #1. SR-79/SR-74 (LOS E during PM peak hour)

Table 3.1: Existing AM and PM Peak Hour Level of Service

	Intersection	Jurisdiction	Traffic Control	AM Peak		PM Peak		LOS Standard
				Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1.	SR-79/SR-74	CalTrans	Signal	43.7	D	65.5	E	D
2.	Four Seasons Blvd/SR-74	CalTrans/City of Hemet	Signal	4.0	A	4.7	A	D
3.	California Ave/SR-74	CalTrans/City of Hemet	Signal	37.8	D	40.5	D	D
4.	Warren Rd/SR-74	CalTrans/City of Hemet	Signal	31.3	C	32.8	C	D
5.	Acacia Ave/SR-74	CalTrans/City of Hemet	TWSC	0.0	A	11.8	B	D
6.	Project Dwy 1/SR-74	CalTrans/City of Hemet	N/A	-	-	-	-	D
7.	Cawston Ave/SR-74	CalTrans/City of Hemet	Signal	20.2	C	24.5	C	D
8.	Cawston Ave/Acacia Ave	City of Hemet	TWSC	10.0	A	11.0	B	D
9.	Cawston Ave (To Be Constructed)/Acacia Ave	City of Hemet	N/A	-	-	-	-	D
10.	Cawston Ave (To Be Constructed)/Project Dwy 2	City of Hemet	N/A	-	-	-	-	D
11.	Cawston Ave (To Be Constructed)/Project Dwy 3	City of Hemet	N/A	-	-	-	-	D
12.	Cawston Ave (To Be Constructed)/Project Dwy 4	City of Hemet	N/A	-	-	-	-	D
13.	Sanderson Ave/SR-74	CalTrans/City of Hemet	Signal	33.7	C	35.7	D	F
14.	Sanderson Ave/Acacia Ave	City of Hemet	Signal	22.8	C	24.6	C	D
15.	Sanderson Ave/Stetson Ave	City of Hemet	Signal	44.3	D	43.7	D	D

=Unsatisfactory Level of Service

TWSC = Two-Way Stop Control

[1]Delay in Seconds

[2]Level of Service

Figure 3.2: Existing AM Peak Hour Traffic Volumes

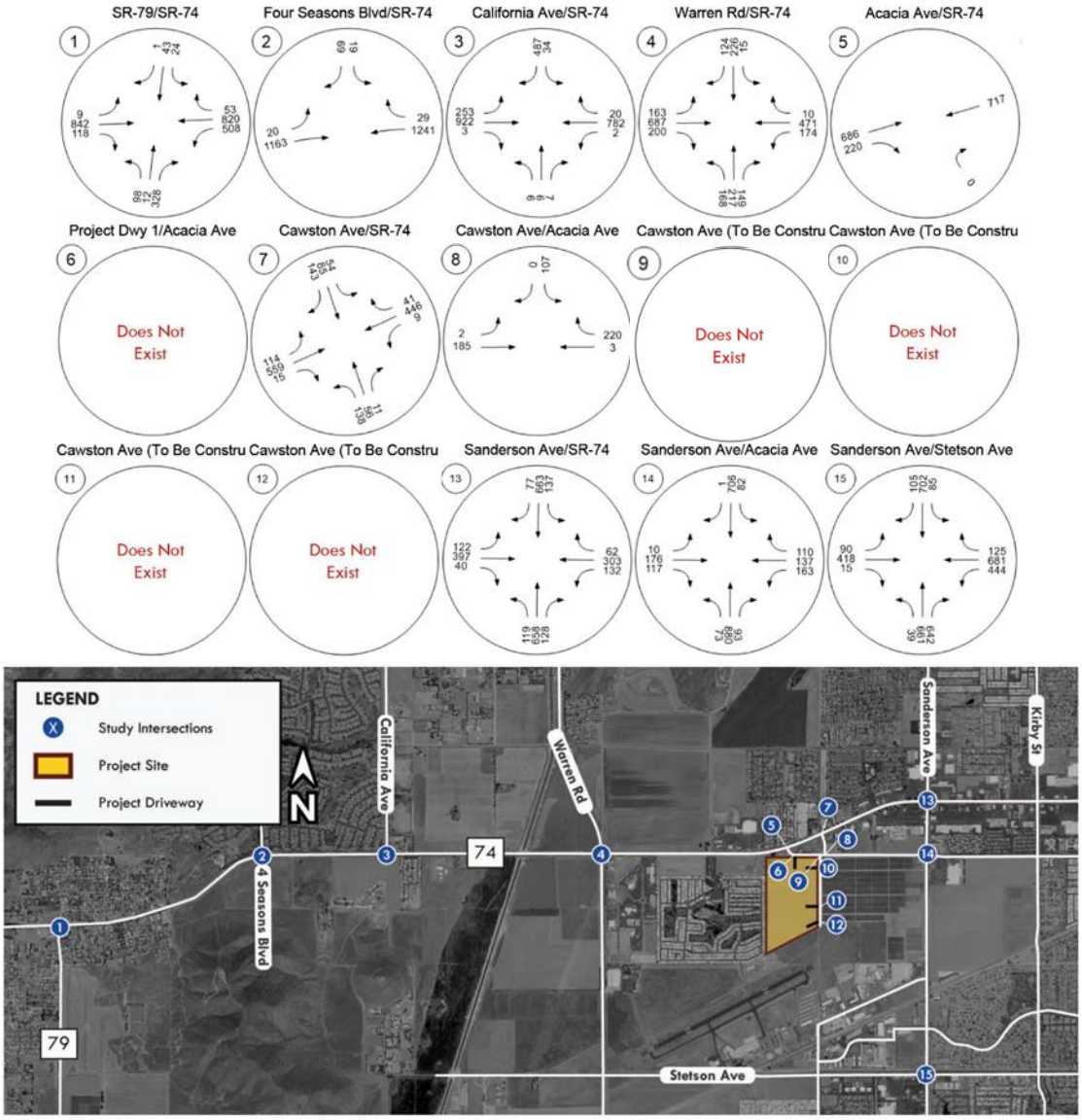
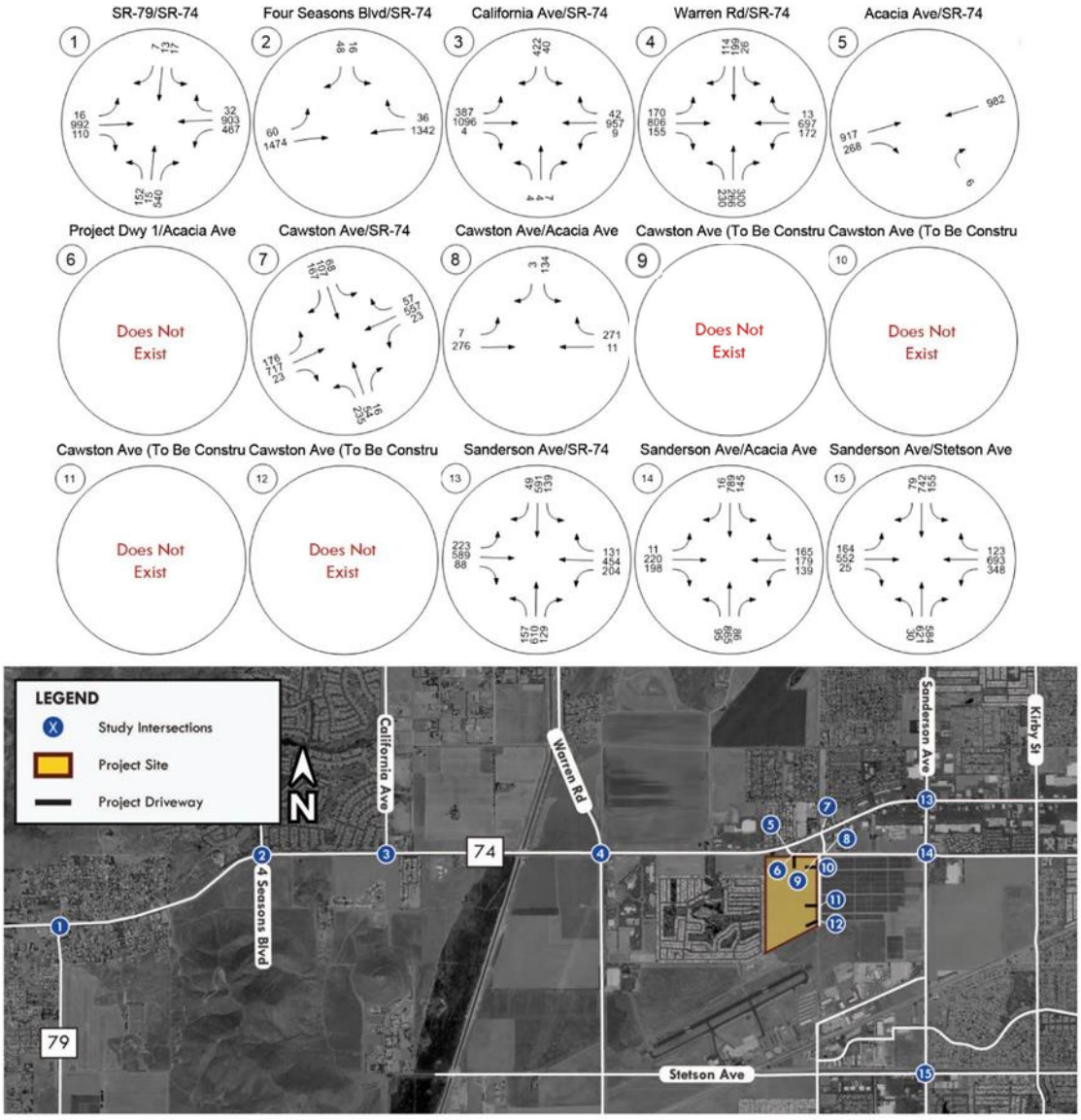


Figure 3.3: Existing PM Peak Hour Traffic Volumes



3.3 Existing Intersection Queueing Analysis

Among the two (2) study intersections analyzed for queuing deficiency, intersection #9 (Cawston Ave /Acacia Ave) does not exist under Existing Conditions.

A queueing analysis was conducted at intersection #7 (Cawston Ave/SR-74). *Table 3.2* shows the queue lengths at each intersection approach. As shown in *Table 3.2*, no queueing deficiencies were observed under Existing Conditions. Even though the queue length for the Northbound Left-Turn (NBL) exceeds the available storage length, it can still be safely accommodated. This is due to the fact that the queue falls within the additional 160 feet of storage provided by the Two-Way Left-Turn Lane (TWLTL) that extends past the NBL lane.

Table 3.2: Existing AM and PM Peak Hour Queueing Analysis

	Northbound		**Southbound**		**Eastbound**		**Westbound**	
	LT	**RT**	**LT**	**RT**	**LT**	**RT**	**LT**	**RT**
7. Cawston Ave/SR-74								
Storage Length	65	N/A	120	N/A	440	340	435	N/A
Queue Lengh	130/200	25/20	60/70	95/100	105/165	5/10	10/25	120/205

Note: LT = Left-turn Lane, RT = Right-turn Lane
Queue length reported in feet for the AM/PM peak periods, and are rounded up to the nearest increment of 5 feet

4 PROPOSED PROJECT

4.1 Project Trip Generation

Vehicle trips were generated for the proposed development as per the *TUMF High-Cube Warehouse Trip Generation Study* (WSP, January 29, 2019). The Project trip generation is shown in *Table 4.1*. The proposed Project is estimated to generate approximately 2,428 daily trips, 139 AM (107 inbound and 32 outbound), and 188 PM (53 inbound and 135 outbound) peak hour trips. In terms of passenger car equivalent (PCE), the proposed Project is estimated to generate approximately 3,023 daily PCE trips, 177 AM (137 inbound and 40 outbound), and 228 PM (64 inbound and 164 outbound) peak hour PCE trips.

4.2 Project Trips

The following proposed intersections would be constructed with the completion of the Project:

- #6- Project Dwy 1/Acacia Ave (TWSC)
    - The south leg of the intersection, Project Driveway 1, would be constructed with a shared left-right-turn lane
    - The east and west legs of the intersection, Acacia Avenue, currently exist and would not be modified.
- #9- Cawston Ave (To Be Constructed)/Acacia Ave (TWSC)
    - The south leg of the intersection, Cawston Ave, would be constructed with a shared left-right-turn lane
    - The east and west legs of the intersection, Acacia Avenue, currently exist and would not be modified.
- #10- Cawston Ave (To Be Constructed)/Project Dwy 2 (TWSC)
    - The west leg of the intersection, Project Driveway 2, would be constructed with a shared left-right-turn lane
    - The north leg of the intersection, Cawston Ave, would be constructed with a shared through-right-turn lane.
    - The south leg of the intersection, Cawston Ave, would be constructed with a shared through-left-turn lane.
- #11- Cawston Ave (To Be Constructed)/Project Dwy 3 (TWSC)
    - The west leg of the intersection, Project Driveway 3, would be constructed with a shared left-right-turn lane.
    - The north leg of the intersection, Cawston Ave, would be constructed with a shared through-right-turn lane.
    - The south leg of the intersection, Cawston Ave, would be constructed with a shared through-left-turn lane.
- #12- Cawston Ave ((To Be Constructed)/Project Dwy 4 (TWSC)
    - The west leg of the intersection, Project Driveway 4, would be constructed with a shared left-right-turn lane

- The north leg of the intersection, Cawston Ave, would be constructed with a shared through-right-turn lane.
- The south leg of the intersection, Cawston Ave, would be constructed with a shared through-left-turn lane.

The Project Completion traffic control and intersection geometrics at study area intersections are shown in *Figure 4.1*.

Project trips were distributed to the study area intersections based on the location of the project and logical routes of travel to and from the site. Project trips were assigned to the study area intersections by multiplying the Project trip generation by the trip distribution percentage at each location. The passenger trip distribution for the proposed Project is shown in *Figure 4.2*. The truck trip distribution inbound and outbound for the proposed Project are shown in *Figure 4.3 and Figure 4.4, respectively*. The Project AM and PM Peak Hour Trip Assignment are shown in *Figure 4.5* and *Figure 4.6* respectively.

Table 4.1: Project Trip Generation

					AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
TUMF Fulfillment Center Rates[1]		TSF	2.129	0.094	0.028	0.122	0.046	0.119	0.165
Passenger Vehicles		TSF	1.750	0.006	0.002	0.008	0.003	0.008	0.011
2-4 Axle Trucks		TSF	0.162	0.006	0.002	0.008	0.003	0.008	0.011
5-Axle Trucks		TSF	0.217	0.008	0.003	0.011	0.003	0.007	0.010
Total Vehicle Trip Generation									
Hemt 63 Warehouse	1,140.401	TSF	2,428	107	32	139	53	135	188
Vehicle Mix[1]	***% Daily***	***% AM***	***% PM***						
Passenger Vehicles	82.20%	84.40%	87.30%	2,058	90	27	117	46	118	164
2-Axle Trucks	3.80%	1.100%	1.10%	59	1	0	1	1	1	2
3-Axle Trucks	2.50%	2.20%	2.20%	57	2	1	3	1	3	4
4-Axle Trucks	1.30%	3.30%	3.30%	56	4	1	5	2	4	6
5+-Axle Trucks	10.20%	9.00%	6.10%	198	10	3	13	3	8	11
	100.00%	100.00%	100.00%	2,428	107	32	139	53	135	188
PCE Trip Generation[2]			***PCE Factor***						
Passenger Vehicles			1.0	2,058	90	27	117	46	118	164
2-Axle Trucks			1.5	89	2	0	2	1	2	3
3-Axle Trucks			2.0	114	5	1	6	2	6	8
4-Axle Trucks			3.0	168	11	3	14	5	13	18
5+-Axle Trucks			3.0	594	29	9	38	10	25	35
Total PCE Trip Generation				3,023	137	40	177	64	164	228

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

[1] Trip rates and truck percentages from the TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

[2] Passenger Car Equivalent (PCE) factors from County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled, dated December 2020.

Figure 4.1: Project Completion Lane Geometries and Traffic Control

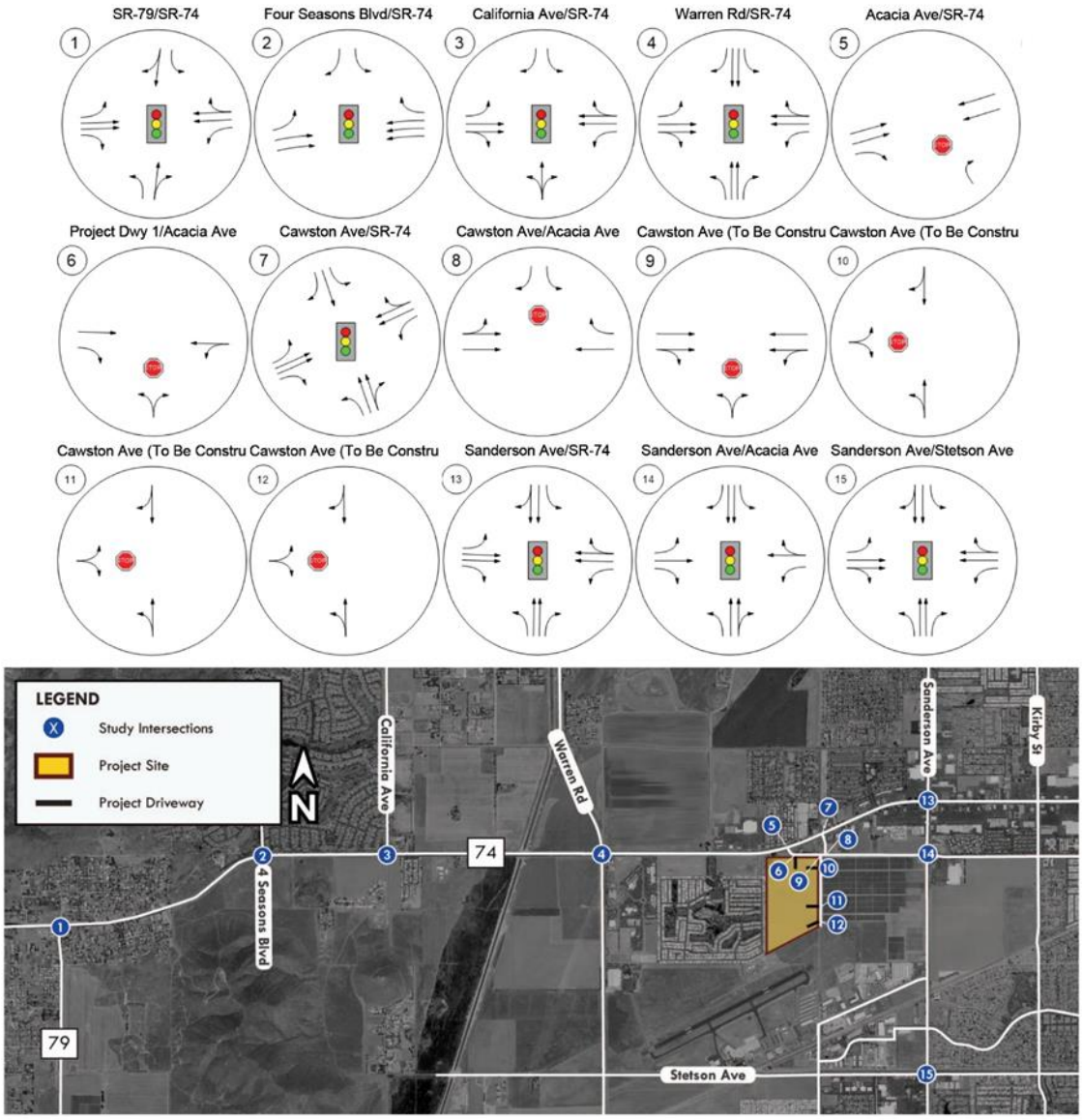


Figure 4.2: Proposed Project Passenger Vehicle Trip Distribution

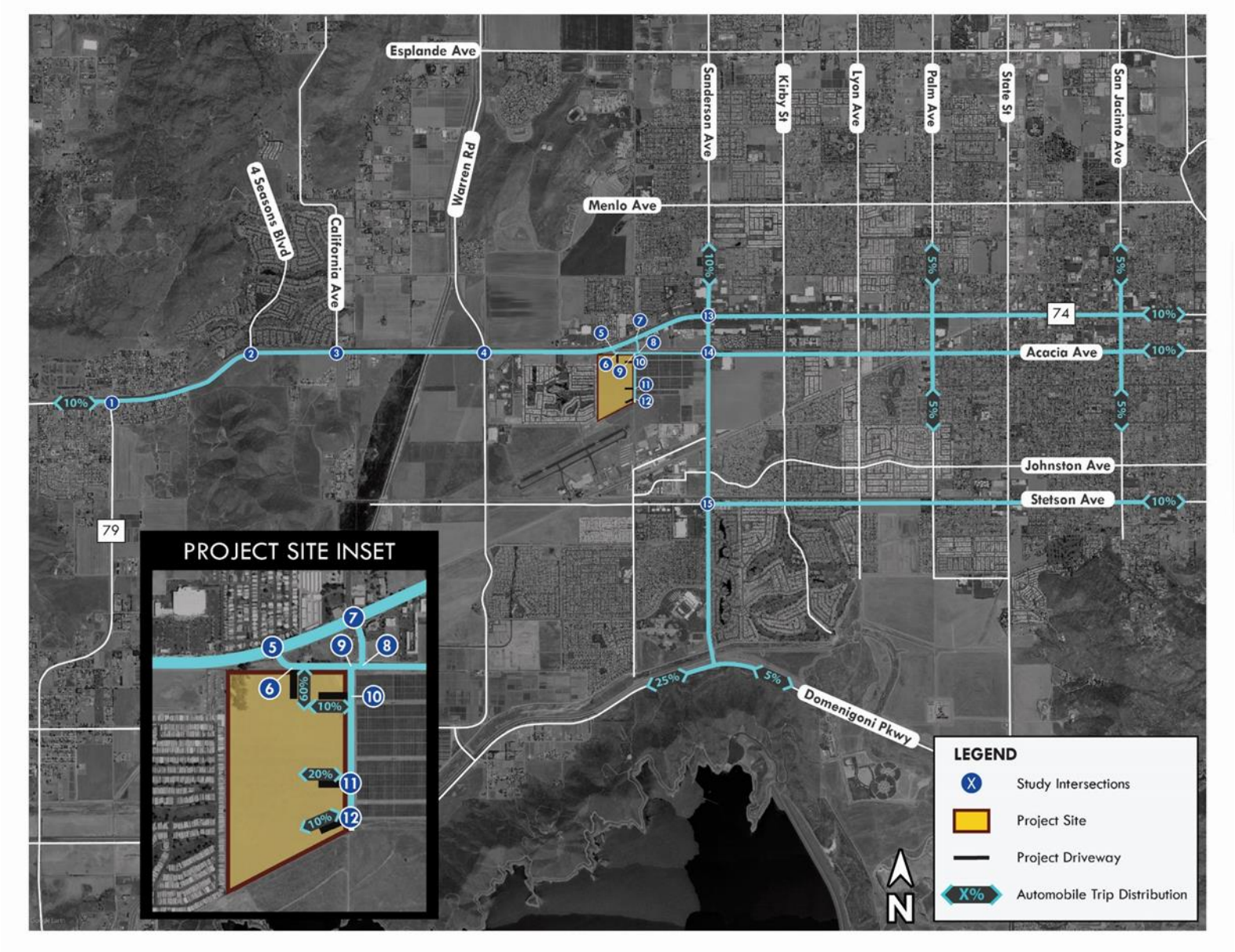


Figure 4.3: Proposed Project Truck Trip Distribution (Inbound)



Figure 4.4: Proposed Project Truck Trip Distribution (Outbound)

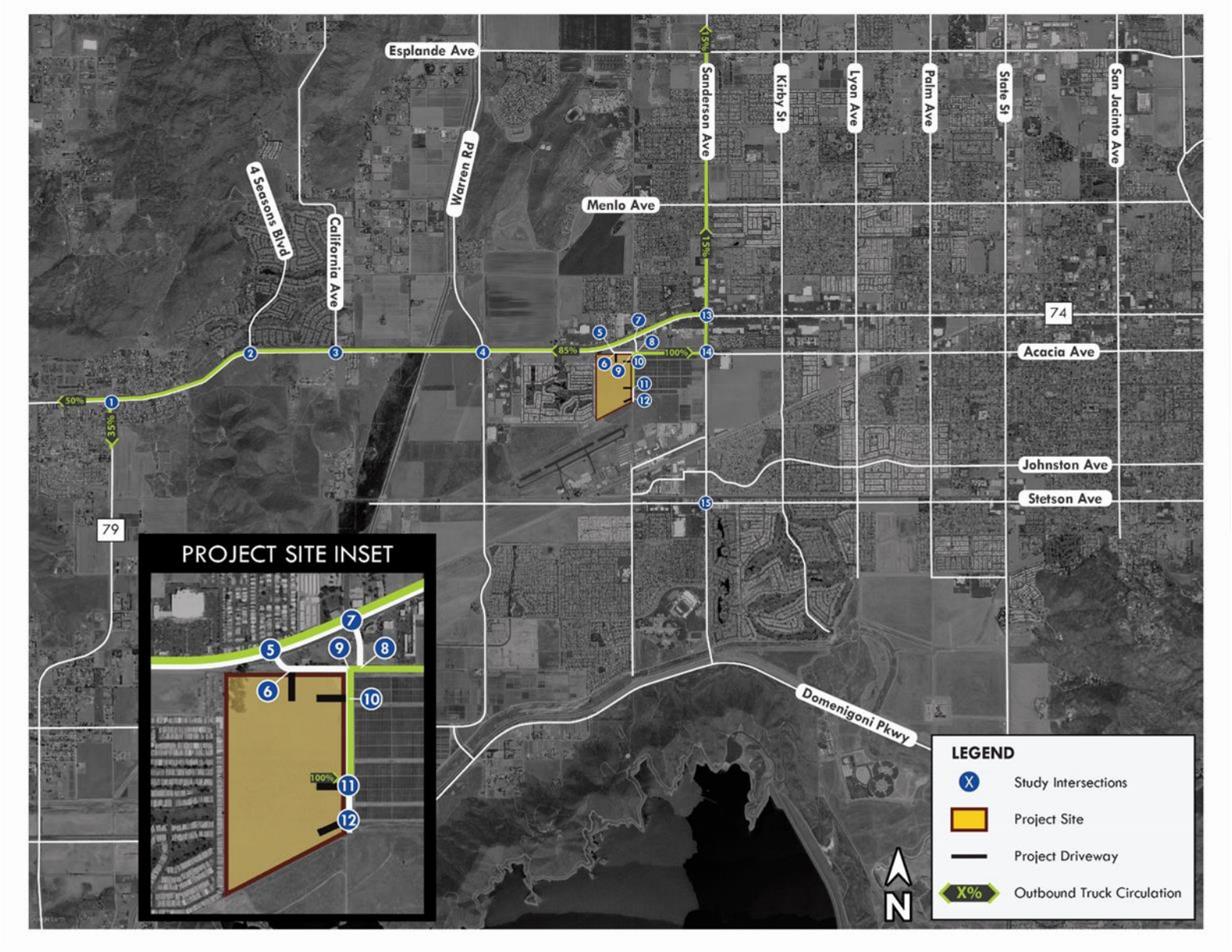


Figure 4.5: Project AM Peak Hour Trip Assignment

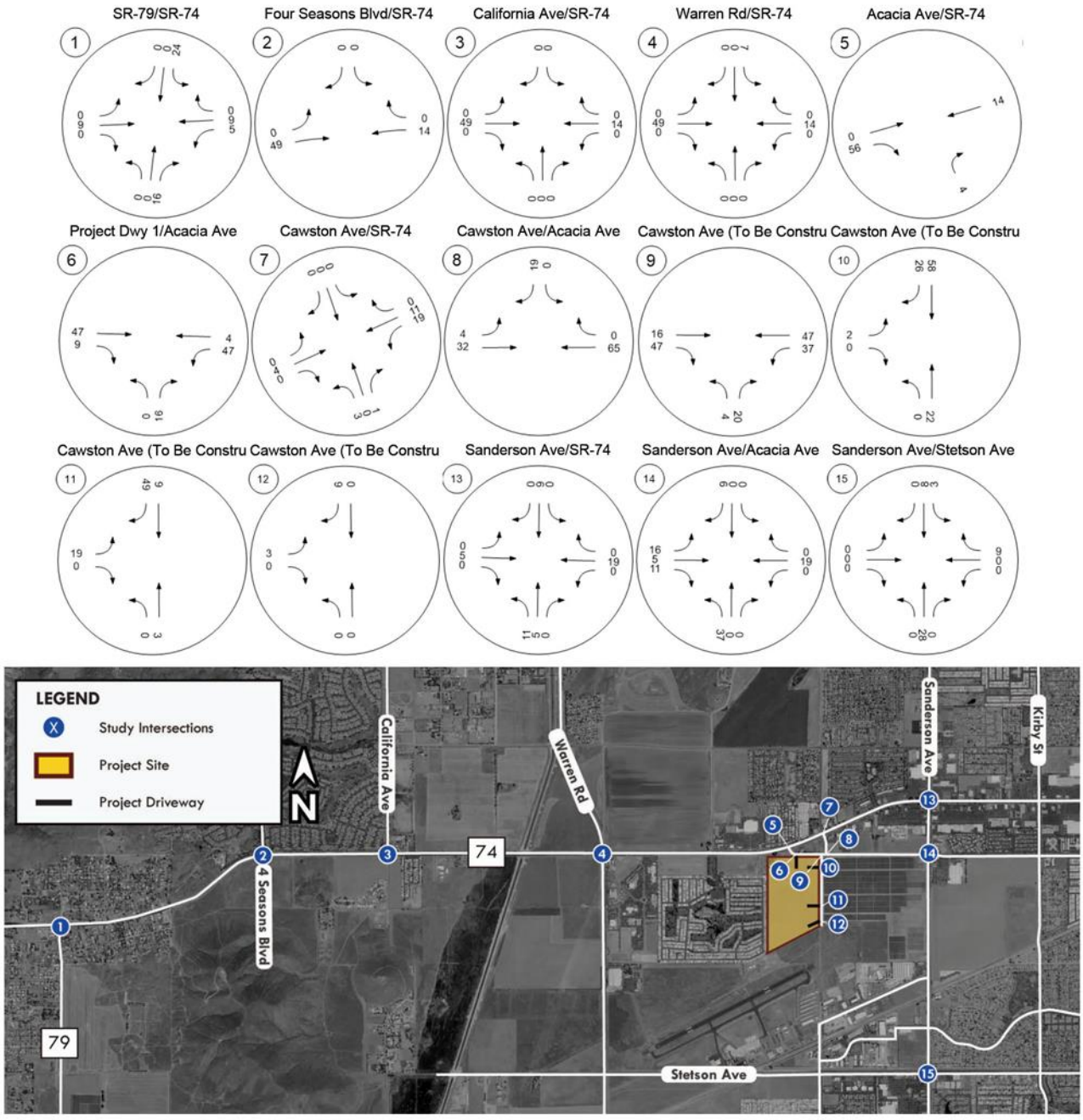
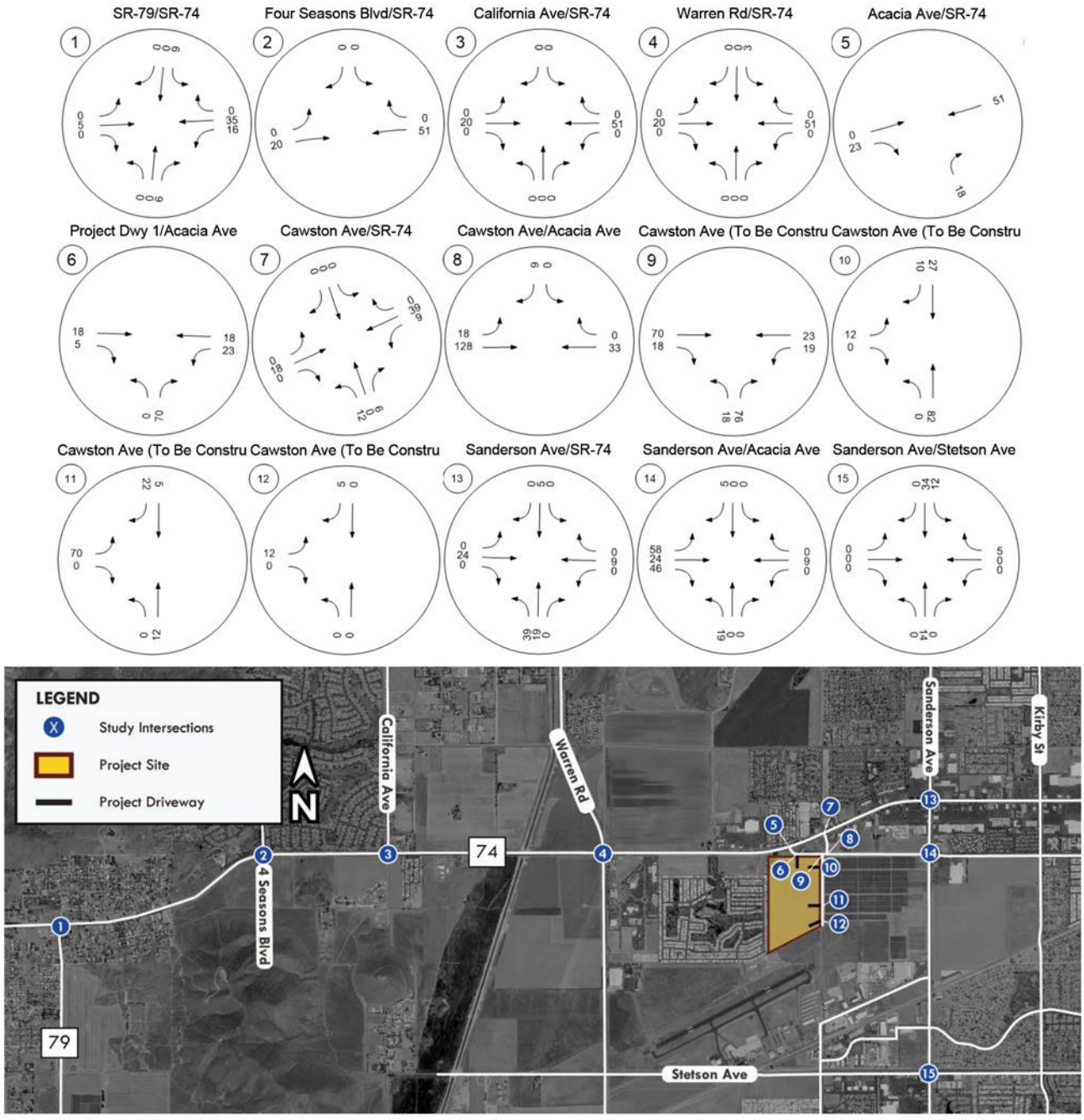


Figure 4.6: Project PM Peak Hour Trip Assignment



5 PROJECT IMPACTS

5.1 Project Completion (2025) Conditions

5.1.1 Project Completion Traffic Volumes and Intersection Operations

Project Completion (2025) Conditions volumes were developed by adding the project trips to Existing conditions and adding an ambient growth rate of two percent per year to existing traffic volumes. The AM peak hour and PM peak hour traffic volumes for this scenario are shown in *Figure 5.1* and *Figure 5.2* respectively. Levels of Service at the study area intersections were determined using the HCM methodology, described previously in *Section 2.3*. *Table 5.1* shows the Project Completion AM and PM peak hour levels of service at study intersections. All LOS calculations are provided in *Appendix* C.

As shown in *Table 5.1*, among the fifteen intersections, the following one (1) intersection would operate at an unsatisfactory LOS under the Project Completion (2025) conditions:

- Intersection #1. SR-79/SR-74 (LOS E during PM peak hour)

Detailed recommendations for improvements will be discussed in *Section 6.1*.

Table 5.1: Project Completion AM and PM Peak Hour Level of Service

Intersection		Jurisdiction	Traffic Control	AM Peak		PM Peak		LOS Standard
				Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1.	SR-79/SR-74	CalTrans	Signal	53.9	D	73.2	E	D
2.	Four Seasons Blvd/SR-74	CalTrans/City of Hemet	Signal	4.0	A	4.8	A	D
3.	California Ave/SR-74	CalTrans/City of Hemet	Signal	37.0	D	41.5	D	D
4.	Warren Rd/SR-74	CalTrans/City of Hemet	Signal	31.0	C	34.2	C	D
5.	Acacia Ave/SR-74	CalTrans/City of Hemet	TWSC	10.8	B	12.2	B	D
6.	Project Dwy 1/SR-74	CalTrans/City of Hemet	TWSC	9.9	A	10.4	B	D
7.	Cawston Ave/SR-74	CalTrans/City of Hemet	Signal	21.0	C	25.7	C	D
8.	Cawston Ave/Acacia Ave	City of Hemet	TWSC	11.0	B	13.4	B	D
9.	Cawston Ave (To Be Constructed)/Acacia Ave	City of Hemet	TWSC	11.4	B	12.3	B	D
10.	Cawston Ave (To Be Constructed)/Project Dwy 2	City of Hemet	TWSC	9.0	A	9.1	A	D
11.	Cawston Ave (To Be Constructed)/Project Dwy 3	City of Hemet	TWSC	8.8	A	8.9	A	D
12.	Cawston Ave (To Be Constructed)/Project Dwy 4	City of Hemet	TWSC	8.5	A	8.6	A	D
13.	Sanderson Ave/SR-74	CalTrans/City of Hemet	Signal	34.5	C	39.4	D	F
14.	Sanderson Ave/Acacia Ave	City of Hemet	Signal	24.2	C	27.0	C	D
15.	Sanderson Ave/Stetson Ave	City of Hemet	Signal	46.5	D	42.1	D	D

=Unsatisfactory Level of Service

TWSC = Two-Way Stop Control

[1]Delay in Seconds

[2]Level of Service

Figure 5.1: Project Completion AM Peak Hour Volumes

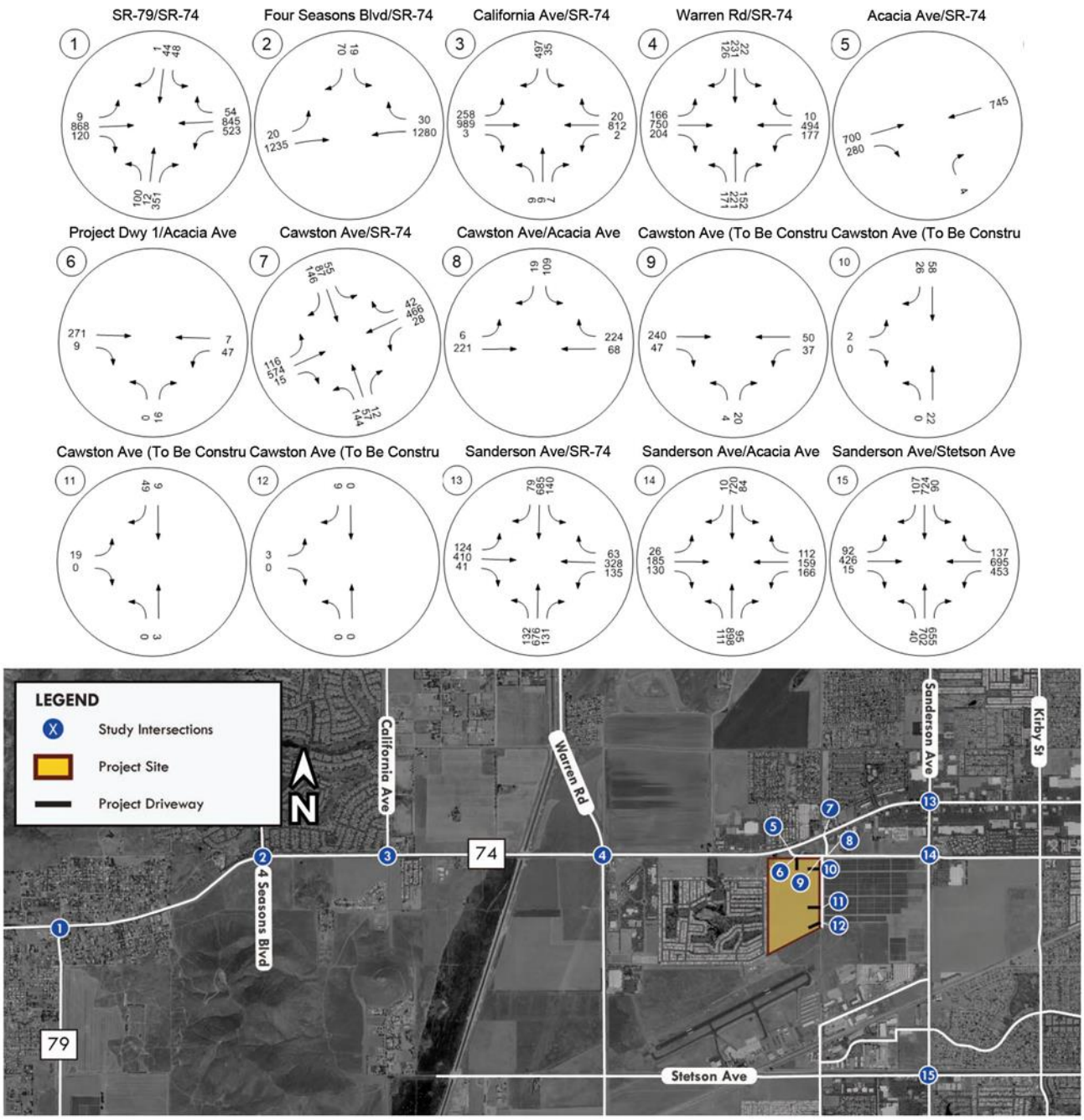
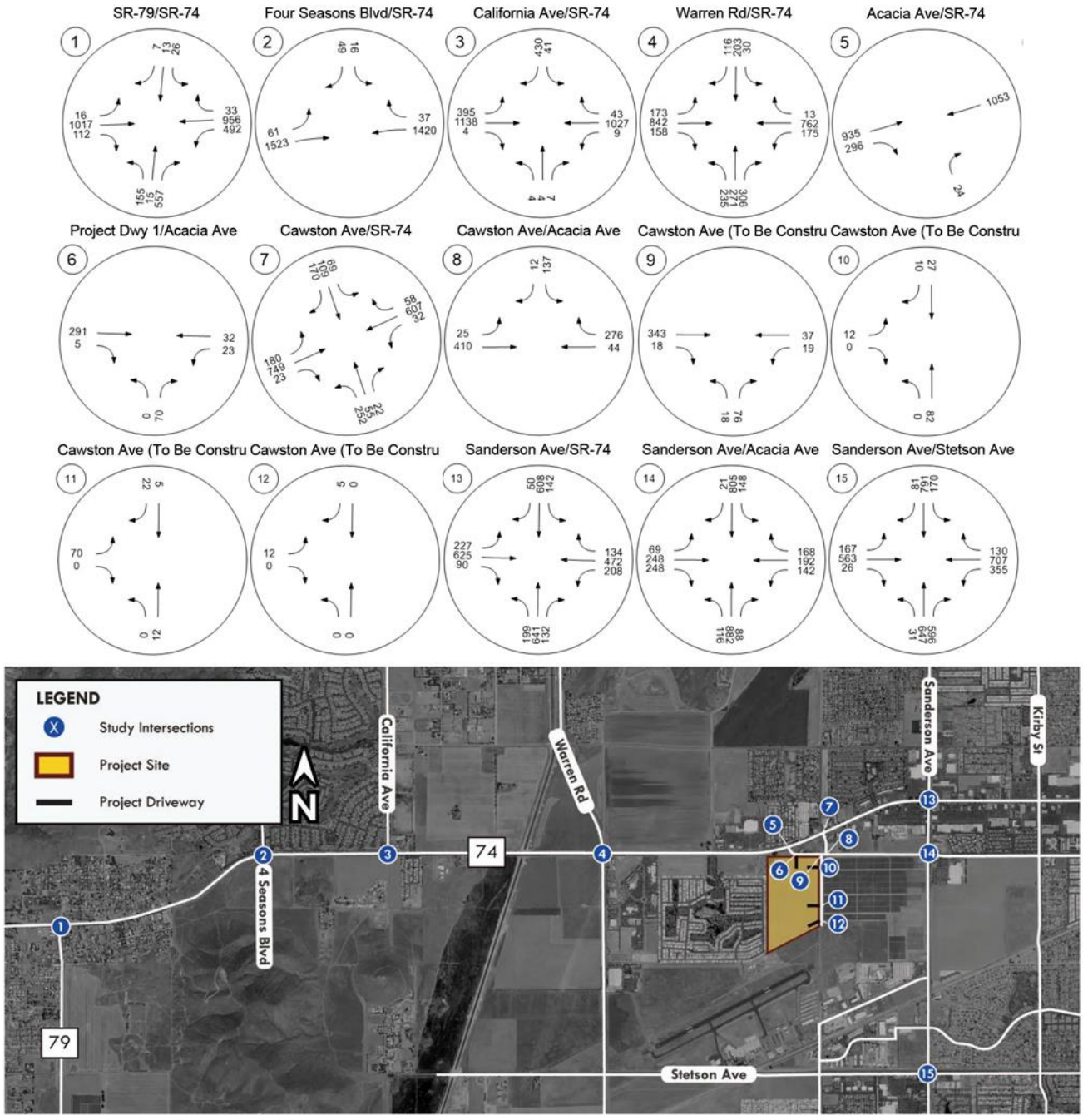


Figure 5.2: Project Completion PM Peak Hour Volumes



5.1.2 Project Completion Intersection Queueing Analysis

A queueing analysis was conducted at intersection #7 (Cawston Ave/SR-74) and intersection #9 (Cawston Ave/Acacia Ave). *Table 5.2* shows the queue lengths at each intersection approach. No queueing deficiencies were observed during the AM & PM peak hour under Project Completion conditions.

Even though the queue length for the NBL at intersection #7 (Cawston Ave/SR-74) exceeds the available storage length, it can still be safely accommodated with the additional 160 feet of storage provided by the TWLTL that extends past the existing NBL pocket.

Table 5.2: Project Completion AM and PM Peak Hour Queueing Analysis

	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
7. Cawston Ave/SR-74								
Storage Length	65	N/A	120	N/A	440	340	435	N/A
Queue Lengh	135/210	25/20	65/70	100/105	110/170	5/10	30/35	130/230
9. Cawston Ave/Acacia Ave								
Storage Length	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Queue Lengh	5/15	5/15	N/A	N/A	N/A	N/A	5/5	5/5

Note: LT = Left-turn Lane, RT = Right-turn Lane
Queue length reported in feet for the AM/PM peak periods, and are rounded up to the nearest increment of 5 feet

5.2 Cumulative (2025) Conditions

5.2.1 Cumulative Projects

The approved and pending development projects utilized in this scenario were referred from the *Cumulative Development Project Spreadsheet document* provided to EPD by the City of Hemet. A total of 43 cumulative development projects are included in this scenario, which include 24 residential and 19 industrial/commercial development projects. The location of the approved and pending cumulative projects is shown in *Figure 5.3*. The trip generation for each cumulative project was calculated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) or cited from City approved scoping agreements or TIAs. The trip generation for the cumulative projects is shown in *Table 5.3*. The AM and PM peak hour traffic volumes generated by the cumulative projects is shown in *Figure 5.4* and *Figure 5.5*.

Figure 5.3: Cumulative Projects Locations

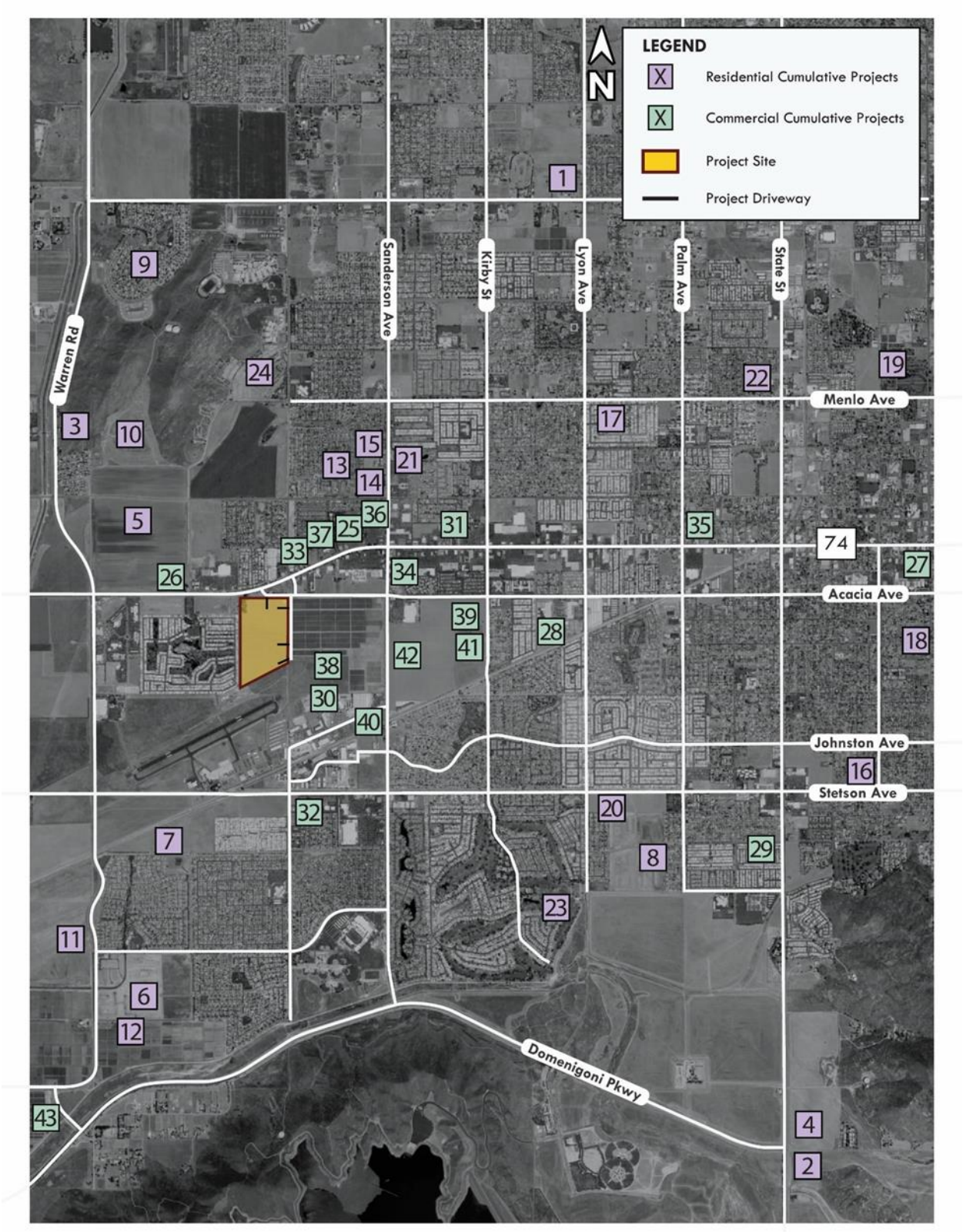


Table 5.3a: Cumulative Projects Trip Generation

Land Use		Units	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Rates									
210 Single-Family Detached Housing[1]		Dwelling Units	9.43	0.18	0.52	0.70	0.59	0.35	0.94
220 Multifamily Housing (Low-Rise)[2]		Dwelling Units	6.74	0.10	0.30	0.40	0.32	0.19	0.51
221 Multifamily Housing (Mid-Rise)[3]		Dwelling Units	4.54	0.09	0.28	0.37	0.24	0.15	0.39
223 Affordable Housing[4]		Dwelling Units (Income Limits)	4.81	0.10	0.26	0.36	0.27	0.19	0.46
251 Senior Adult Housing - Single-Family[5]		Dwelling Units	4.31	0.08	0.16	0.24	0.18	0.12	0.30
310 Hotel[6]		Rooms	7.99	0.26	0.20	0.46	0.30	0.29	0.59
610 Hospital[7]		1000 Sq. Ft. GFA	10.77	0.55	0.27	0.82	0.30	0.56	0.86
712 Small Office Building[8]		1000 Sq. Ft. GFA	14.39	1.37	0.30	1.67	0.73	1.43	2.16
720 Medical-Dental Office Building[9]		1000 Sq. Ft. GFA (Within/Near Hospital Campus	31.86	2.17	0.51	2.68	0.71	2.13	2.84
882 Marijuana Dispensary[10]		1000 Sq. Ft. GFA	211.12	5.48	5.06	10.54	9.46	9.46	18.92
934 Fast-Food Restaurant with Drive-Through Window[11]		1000 Sq. Ft. GFA	467.48	22.75	21.86	44.61	17.18	15.85	33.03
937 Coffee/Donut Shop with Drive-Through Window[12]		1000 Sq. Ft. GFA	533.57	43.80	42.08	85.88	19.50	19.50	38.99
948 Automated Car Wash[13]		1000 Sq. Ft. GFA	0.00	0.00	0.00	0.00	7.10	7.10	14.20
945 Convenience Store/Gas Station[14]		Vehicle Fueling Positions (GFA (5.5-10k))	345.75	15.80	15.80	31.60	14.80	14.80	29.60
Truck/Trailer Parking Lot[15]		Acres	30.710	1.110	0.860	1.970	0.970	1.110	2.080
150 Warehousing[16]		1000 Sq. Ft. GFA	1.71	0.13	0.04	0.17	0.05	0.13	0.18
154 High-Cube Transload and Short-Term Storage Warehouse[17]		1000 Sq. Ft. GFA	1.40	0.06	0.02	0.08	0.03	0.07	0.10
Residential									
1. TTM 36929 (EOT 24-005)[1]	20	Dwelling Units	189	4	10	14	12	7	19
2. TTM 34661 (Master 34659)[1]	427	Dwelling Units	4,027	78	221	299	253	148	401
3. Warren Road Development (PR23-021)[1]	207	Dwelling Units	1,952	38	107	145	123	72	195
4. Tract 33825 (EOT08-001, &2, TR33825)[1]	259	Dwelling Units	2,442	47	134	181	153	90	243
5. Ramona Creek (MAP21-005,TTM38309)[1]	333	Dwelling Units	3,140	61	172	233	197	116	313
6. Substantial Conformance #2 (MAP20-005, TTM35393, and EOT 22-002 SDR 22-002 MHC 22-001 Rancho Diamante II (Lennar Homes))[1]	145	Dwelling Units	1,367	27	75	102	86	50	136
7. Morgan Hill (MAP20-004, TTM35392, SDR22-007 and MHC22-002 and COAA22-001 and EOT 21-005)[1]	155	Dwelling Units	1,462	28	81	109	92	54	146
8. River Oaks COA Amendment (MAP20-003, TTM36892)[1]	85	Dwelling Units	802	15	44	59	50	30	80
9. Tract No. 29129 (SDR 19-006)[1]	92	Dwelling Units	868	17	47	64	54	32	86
10. Tract 31513 (Tres Cerritos West)[1]	276	Dwelling Units	2,603	50	143	193	163	96	259
11. TTM36841/38808[1]	586	Dwelling Units	5,526	107	303	410	347	204	551
12. TTM 35393 (EOT20-002, TTM35393)[1]	439	Dwelling Units	4,140	80	227	307	260	153	413
13. Tres Cerritos East TTM 36759 (MAP 14-002)[1]	754	Dwelling Units	7,110	137	391	528	447	262	709
14. Delfinia at Devonshire (MAP21-002,TPM38141)[18]	4.1	Acres	5,829	78	90	168	95	91	186
15. Copenhagen (SDR14-001)[2]	96	Dwelling Units	647	9	29	38	31	18	49
16. HighPointe Senna (SDR24-003)[3]	216	Dwelling Units	981	18	62	80	51	33	84
17. Menlo Apartments (SDR22-020)[3]	105	Dwelling Units	477	9	30	39	25	16	41
18. Hemet 60 Unit (SDR22-018)[3]	60	Dwelling Units	272	5	17	22	14	9	23
19. Santa Fe Pointe Apartments (PR23-026)[3]	403	Dwelling Units	1,830	34	115	149	96	61	157
20. High Pointe (SDR 22-011)[3]	228	Dwelling Units	1,035	19	65	84	54	35	89
21. Montego Bay Apartments (SDR 22-009)[3]	40	Dwelling Units	182	3	12	15	10	6	16
22. Palm Communities (SDR23-008)[4]	157	Dwelling Units (Income Limits)	755	17	40	57	42	30	72
23. TTM 24067 (EOT 24-007)[5]	91	Dwelling Units	392	7	15	22	16	11	27
24. Tract 29843 (EOT 08-001&2)[5]	456	Dwelling Units	1,965	36	73	109	84	53	137

Table 5.3b: Cumulative Projects Trip Generation (Continued)

Commercial/Industrial									
25. Holiday Inn & Express (CUP19-015)[6]	80	Rooms	639	21	16	37	24	23	47
26. Marriot Townplace Suites[6]	93	Rooms	743	24	19	43	28	27	55
27. Dr. Chakrabarty GI Excellence Center Addition (SDR23-007)[7]	3	1000 Sq. Ft. GFA	35	2	1	3	1	2	3
28. JD Fields & Company (SDR21-021)[8]	3	1000 Sq. Ft. GFA	43	4	1	5	2	4	6
29. Dr. Formica Dental Office (SDR22-005 AA24-001)[9]	2	1000 Sq. Ft. GFA (Within/Near Hospital Campus)	61	4	1	5	1	4	5
30. Off the Charts (CCB 22-001)[10]	15	1000 Sq. Ft. GFA	3,242	84	78	162	146	145	291
31. Drive-Thru Restaurant (Spec Build)- Former Long John Silver's Site (CUPM23-001)[11]	2	1000 Sq. Ft. GFA	1,122	55	52	107	41	38	79
Pass By (Daily 50%, AM 50%, PM 55%)			-561	-27	-26	-53	-23	-20	-43
Total Fast-Food Restaurant with Drive-Through Window Trip Generation			561	28	26	54	18	18	36
32. Cawston Square (CUP23-005)[11]	3	1000 Sq. Ft. GFA	1,351	66	63	129	49	46	95
Pass By (Daily 50%, AM 50%, PM 55%)			-675	-33	-31	-64	-27	-25	-52
Total Fast-Food Restaurant with Drive-Through Window Trip Generation			676	33	32	65	22	21	43
33. Freddy's Restaurant[11]	2	1000 Sq. Ft. GFA	1,142	56	53	109	42	39	81
Pass By (Daily 50%, AM 50%, PM 55%)			-571	-28	-26	-54	-23	-22	-45
Total Fast-Food Restaurant with Drive-Through Window Trip Generation			571	28	27	55	19	17	36
34. Dutch Bros (CUP21-013)[12]	1	1000 Sq. Ft. GFA	465	38	37	75	17	17	34
35. Express Car Wash - Palm (SDR20-010)[13]	6	1000 Sq. Ft. GFA	-	-	-	-	39	39	78
36. Sunny Car Wash - Stetson (CUP20-005 SDR20-008)[13]	6	1000 Sq. Ft. GFA	-	-	-	-	40	39	79
37. Quick Quack Car Wash (SDR 22-013)[13]	3	1000 Sq. Ft. GFA	-	-	-	-	24	24	48
32. Cawston Square (CUP23-005)[14]	8	Vehicle Fueling Positions (GFA (5.5-10k))	2,766	127	126	253	119	118	237
Pass By (Daily 75%, AM 76%, PM 75%)			-2,074	-97	-95	-192	-89	-89	-178
Total Convenience Store/Gas Station Trip Generation			692	30	31	61	30	29	59
38. Eggleton Trucking Company (SDR21-002)[15]	4	Acres	137	5	4	9	4	5	9
Vehicle Mix [19]		***Percent***							
Passenger Vehicles		36.0%	50	1	2	3	2	1	3
2-Axle Trucks		11.0%	15	1	-	1	-	1	1
3-Axle Trucks		22.0%	30	1	1	2	1	1	2
4+-Axle Trucks		31.0%	42	2	1	3	1	2	3
		100.0%	137	5	4	9	4	5	9
Proposed PCE Trip Generation [20]		***PCE Factor***							
Passenger Vehicles		1.0	50	1	2	3	2	1	3
2-Axle Trucks		1.5	23	2	-	2	-	2	2
3-Axle Trucks		2.0	60	2	2	4	2	2	4
4+-Axle Trucks		3.0	126	6	3	9	3	6	9
			259	11	7	18	7	11	18
28. JD Fields & Company (SDR21-021)[16]	22	1000 Sq. Ft. GFA	38	3	1	4	1	3	4
39. Sanderson Square (PR23-023)[17]	1,197	1000 Sq. Ft. GFA	1,675	74	22	96	34	86	120
Vehicle Mix [21]		***Percent***							
Passenger Vehicles		72.5%	1,215	54	16	70	24	62	86
2-Axle Trucks		4.6%	77	3	1	4	2	4	6
3-Axle Trucks		5.7%	95	4	1	5	2	5	7
4+-Axle Trucks		17.2%	288	13	4	17	6	15	21
		100.0%	1,675	74	22	96	34	86	120
Proposed PCE Trip Generation [20]		***PCE Factor***							
Passenger Vehicles		1.0	1,215	54	16	70	24	62	86
2-Axle Trucks		1.5	116	5	1	6	3	6	9
3-Axle Trucks		2.0	190	8	2	10	4	10	14
4+-Axle Trucks		3.0	864	39	12	51	18	45	63
			2,385	106	31	137	49	123	172

Table 5.3c: Cumulative Projects Trip Generation (Continued)

40. Sanderson Industrial Park (PR23-0220)[17]	1,032	1000 Sq. Ft. GFA	1,444	64	19	83	29	74	103
Vehicle Mix [21]		***Percent***							
Passenger Vehicles		72.5%	1,048	46	14	60	21	53	74
2-Axle Trucks		4.6%	66	3	1	4	1	4	5
3-Axle Trucks		5.7%	82	4	1	5	2	4	6
4+-Axle Trucks		17.2%	248	11	3	14	5	13	18
		100.0%	1,444	64	19	83	29	74	103
Proposed PCE Trip Generation [20]		***PCE Factor***							
Passenger Vehicles		1.0	1,048	46	14	60	21	53	74
2-Axle Trucks		1.5	99	5	1	6	2	6	8
3-Axle Trucks		2.0	164	8	2	10	4	8	12
4+-Axle Trucks		3.0	744	33	9	42	15	39	54
			2,055	92	26	118	42	106	148
41. Kirby Industrial (PCE)[22]	850,640	1000 Sq. Ft. GFA	2,306	104	31	135	49	127	176
42. National Tube Steel (SDR 23-002) (PCE)[23]	107,310	1000 Sq. Ft. GFA	262	20	6	26	70	20	27
43. Simpson Business Park (PCE)[24]	1,192,418	1000 Sq. Ft. GFA	3,235	140	48	188	71	169	240

[1]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 210 - Single-Family Detached Housing (Average Rate)

[2]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 220 - Multifamily Housing (Low-Rise) (Average Rate)

[3]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 221 - Multifamily Housing (Mid-Rise) (Average Rate)

[4]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 223 - Affordable Housing (Average Rate)

[5]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 251 - Senior Adult Housing - Single-Family (Average Rate)

[6]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 310 - Hotel (Average Rate)

[7]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 610 - Hospital (Average Rate)

[8]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 712 - Small Office Building (Average Rate)

[9]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 720 - Medical-Dental Office Building (Average Rate)

[10]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 882 - Marijuana Dispensary (Average Rate)

[11]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window (Average Rate)

[12]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 937 - Coffee/Donut Shop with Drive-Through Window (Average Rate)

[13]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 948 - Automated Car Wash (Average Rate)

[14]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 945 - Convenience Store/Gas Station (Average Rate)

[15]Trip rates from Truck Trailer Parking Trip Generation Study, EPD Solutions, March 24, 2023.

[16]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 150 - Warehousing (Average Rate)

[17]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 154 - High-Cube Transload and Short-Term Storage Warehouse (Average Rate)

[18]Trip Generation from City of Hemet Planing Department. This project includes 61-unit apartment complex, a 4,140 square foot convenience market with gas station (16-fueling positions) and a 2,240 square foot car wash (1 tunnel) with 10 vacuum stalls.

[19]Vehicle Mix from Truck Trailer Parking Trip Generation Study, EPD Solutions, March 24, 2023.

[20]Passenger Car Equivalent (PCE) factors from County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled, dated December 2020.

[21]Vehicle Mix from the Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage

[22]Trip Generation from Kirby Industrial Traffic Impact Analysis, EPD Solutions, Inc., June, 2023

[23]Trip Generation from Project Scoping Form for Traffic Analysis for National Tube Supply Project, EPD Solutions, Inc., June, 2023

[24]Trip Generation from Project Scoping Form for Traffic Analysis for Simpson Road Warehouse Project, EPD Solutions, Inc., June, 2023

Figure 5.4: Cumulative Projects AM Trip Assignment

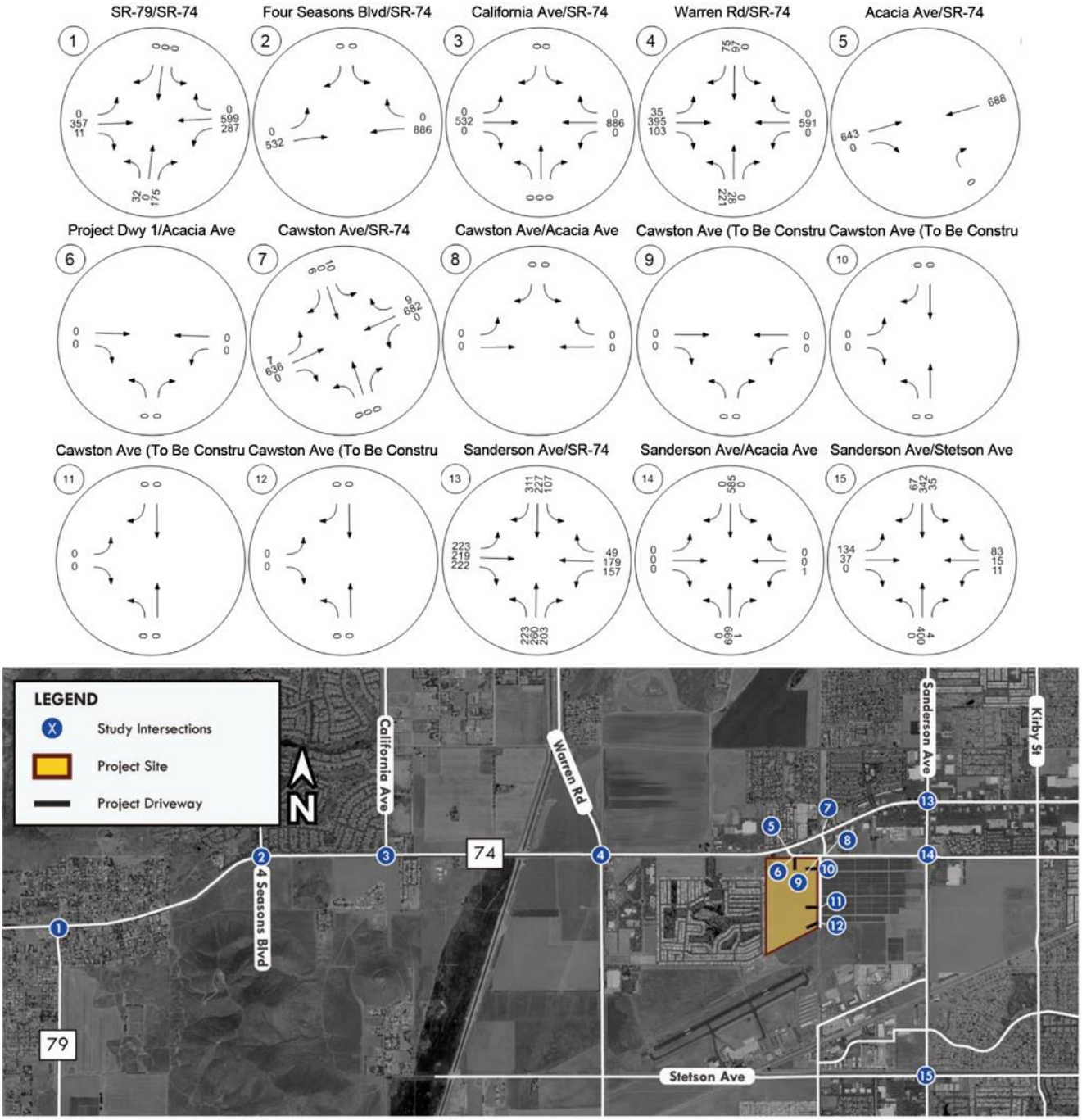
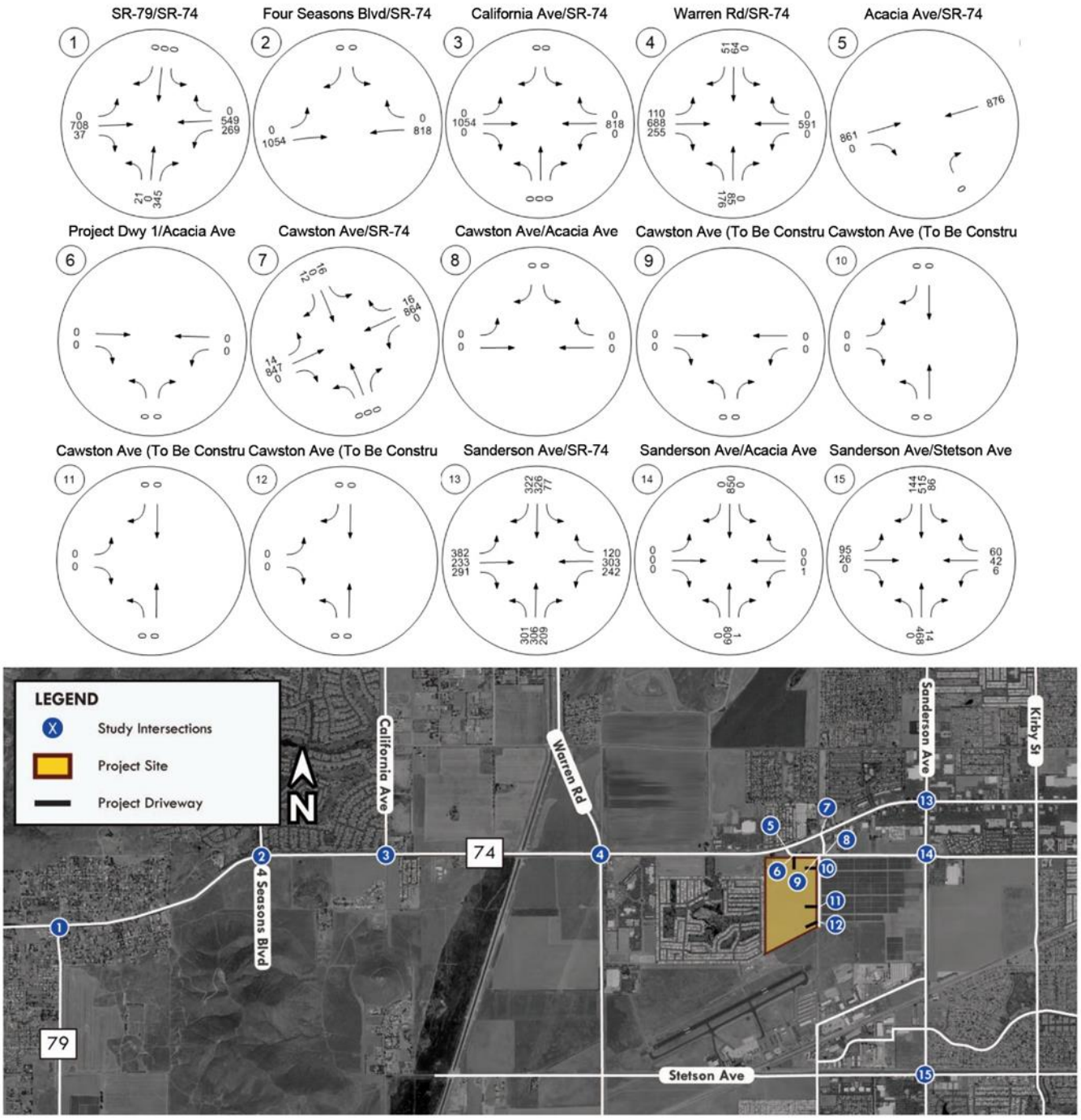


Figure 5.5: Cumulative Projects PM Trip Assignment



5.2.2 Cumulative Conditions Traffic Volumes and Intersection Operations

Cumulative (2025) Conditions were developed by adding the Project trips to Existing conditions, adding an ambient growth rate of two percent per year to existing traffic volumes and adding traffic generated by other approved and pending development projects. The AM peak hour and PM peak hour traffic volumes for this scenario are shown in *Figure 5.6* and *Figure 5.7* respectively. Levels of Service at the study area intersections were determined using the HCM methodology, described previously in *Section 2.3*. *Table 5.4* shows the Cumulative Conditions AM and PM peak hour levels of service at study intersections. All LOS calculations are provided in *Appendix C*. As shown in *Table 5.4*, among the fifteen intersections, the following four (4) intersections would operate at an unsatisfactory LOS under the Project Completion (2025) conditions:

- Intersection #1. SR-79/SR-74 (LOS F during AM and PM peak hour)
- Intersection #3. California Ave/SR-74 (LOS F during AM and PM peak hour)
- Intersection #4. Warren Rd/SR-74 (LOS E during AM and LOS F during PM peak hour)
- Intersection #15. Sanderson Ave/Stetson Ave (LOS E during AM and LOS F during PM peak hour)

Detailed recommendations for improvements will be discussed in *Section 6.1*.

As discussed previously in *Section 2.4*, consistent with the findings of Hemet General Plan FEIR, intersection #13 (Sanderson Ave/SR-74) would operate at unacceptable LOS E or LOS F. Therefore, resultant intersection operations of LOS E and LOS F were not considered as deficient. Detailed recommendations for improvements will be discussed in *Section 6.1*.

Table 5.4: Cumulative Conditions AM and PM Peak Hour Level of Service

Intersection		Jurisdiction	Traffic Control	AM Peak		PM Peak		LOS Standard
				Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1.	SR-79/SR-74	CalTrans	Signal	183.7	F	243.8	F	D
2.	Four Seasons Blvd/SR-74	CalTrans/City of Hemet	Signal	4.7	A	7.0	A	D
3.	California Ave/SR-74	CalTrans/City of Hemet	Signal	97.8	F	107.0	F	D
4.	Warren Rd/SR-74	CalTrans/City of Hemet	Signal	65.0	E	89.6	F	D
5.	Acacia Ave/SR-74	CalTrans/City of Hemet	TWSC	14.8	B	20.0	C	D
6.	Project Dwy 1/SR-74	CalTrans/City of Hemet	TWSC	9.9	A	10.4	B	D
7.	Cawston Ave/SR-74	CalTrans/City of Hemet	Signal	26.7	C	50.3	D	D
8.	Cawston Ave/Acacia Ave	City of Hemet	TWSC	11.0	B	13.4	B	D
9.	Cawston Ave (To Be Constructed)/Acacia Ave	City of Hemet	TWSC	11.4	B	12.3	B	D
10.	Cawston Ave (To Be Constructed)/Project Dwy 2	City of Hemet	TWSC	9.0	A	9.1	A	D
11.	Cawston Ave (To Be Constructed)/Project Dwy 3	City of Hemet	TWSC	8.8	A	8.9	A	D
12.	Cawston Ave (To Be Constructed)/Project Dwy 4	City of Hemet	TWSC	8.5	A	8.6	A	D
13.	Sanderson Ave/SR-74	CalTrans/City of Hemet	Signal	94.8	F	191.7	F	F
14.	Sanderson Ave/Acacia Ave	City of Hemet	Signal	32.0	C	46.5	D	D
15.	Sanderson Ave/Stetson Ave	City of Hemet	Signal	72.7	E	91.8	F	D

=Unsatisfactory Level of Service

TWSC = Two-Way Stop Control

[1]Delay in Seconds

[2]Level of Service

Figure 5.6: Cumulative Conditions AM Peak Hour Traffic Volumes

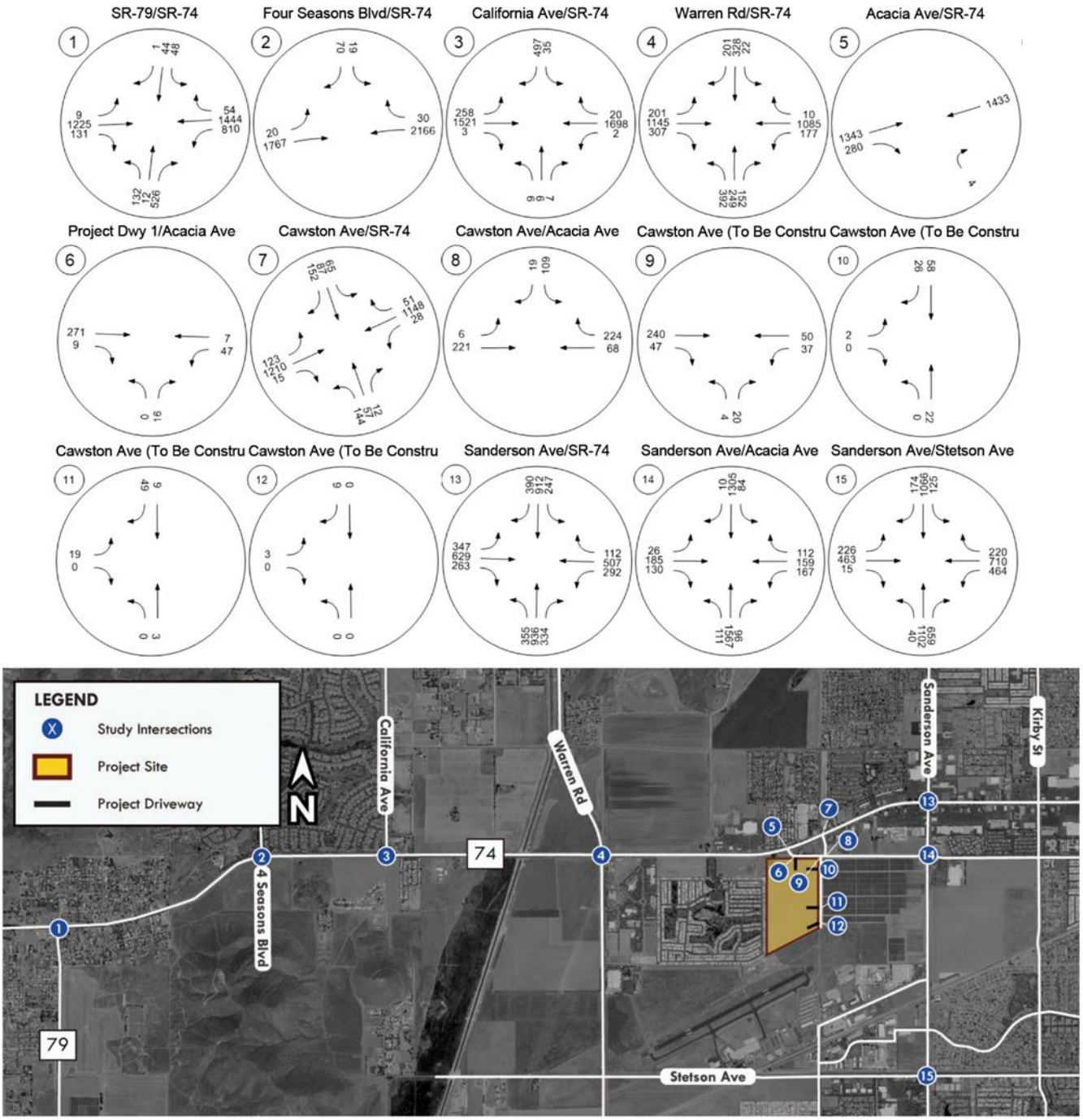
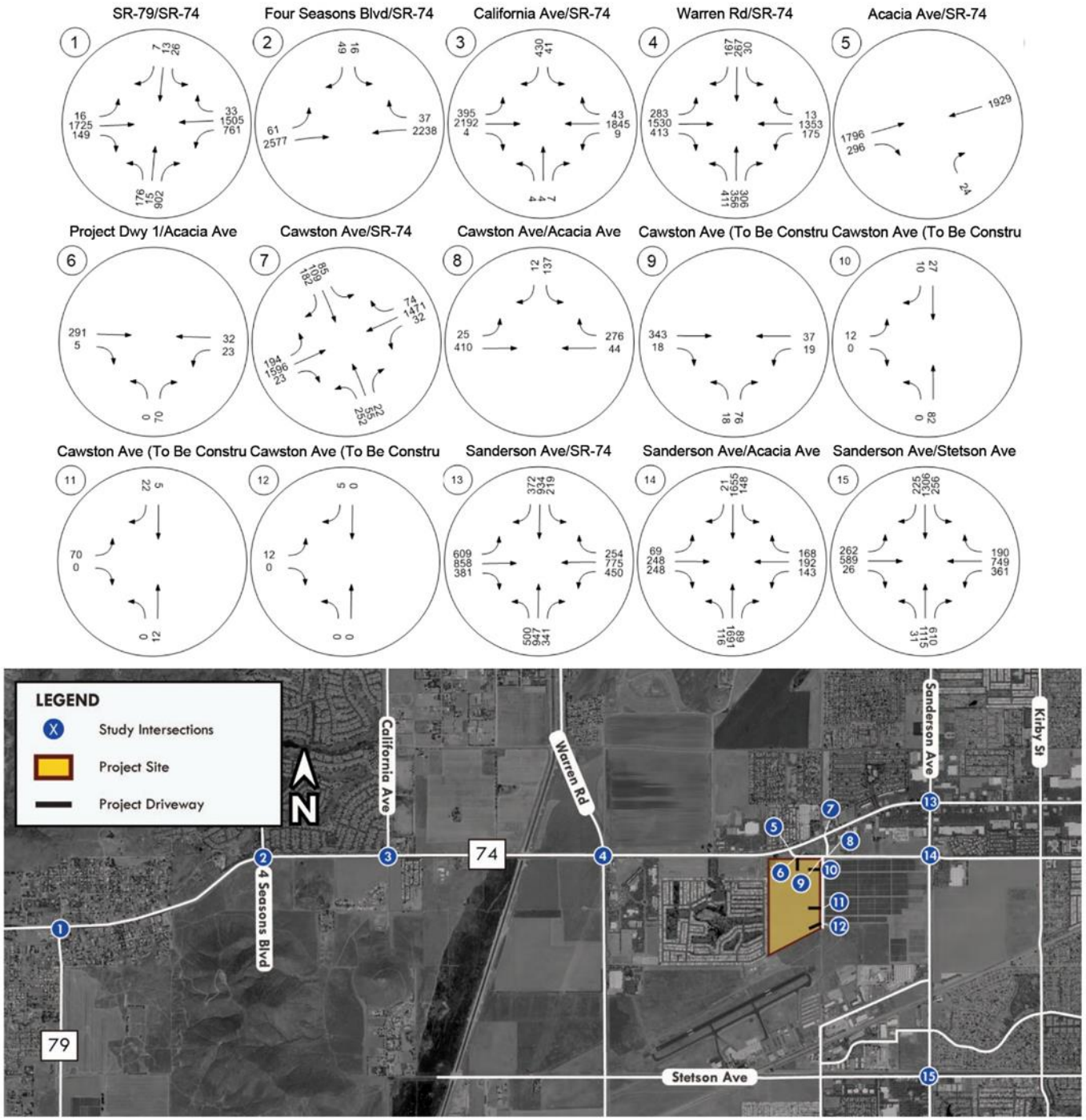


Figure 5.7: Cumulative Conditions PM Peak Hour Traffic Volumes



5.2.3 Cumulative Conditions Intersection Queueing Analysis

A queueing analysis was conducted at intersection #7 (Cawston Ave/SR-74) and intersection #9 (Cawston Ave/Acacia Ave). *Table 5.5* shows the queue lengths at each intersection approach.

As shown in *Table 5.5*, the following approaches would have queueing deficiency under Cumulative Conditions:

- Intersection #7. Cawston Ave/SR-74
  - Northbound left-turn lane (PM peak hour)
  - Southbound left-turn lane (PM peak hour)

Queueing deficiencies were observed at intersection #7 (Cawston Ave/SR-74, even with the additional 160 feet of storage provided by the TWLTL extending beyond the existing NBL pocket and the additional 40 feet of storage beyond the existing SBL pocket. Detailed recommendations for improvements will be discussed in *Section 6.2*.

Table 5.5: Cumulative AM and PM Peak Hour Queueing Analysis

	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
7. Cawston Ave/SR-74								
Storage Length	65	N/A	120	N/A	440	340	435	N/A
Queue Lengh	160/420	30/40	85/185	130/210	125/335	5/10	30/55	410/955
9. Cawston Ave/Acacia Ave								
Storage Length	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Queue Lengh	5/15	5/15	N/A	N/A	N/A	N/A	5/5	5/5

Note: LT = Left-turn Lane, RT = Right-turn Lane

Queue length reported in feet for the AM/PM peak periods, and are rounded up to the nearest increment of 5 feet

Indicates queueing required greater than storage available

6 RECOMMENDATIONS FOR IMPROVEMENTS AND PROJECT FAIR SHARE

6.1 Recommendations for LOS Improvements

Development of the proposed Project would result in unsatisfactory LOS at the following intersections:

- Intersection #1. SR-79/SR-74 (Project Completion and Cumulative Conditions)
- Intersection #3. California Ave/SR-74 (Cumulative Conditions)
- Intersection #4. Warren Rd/SR-74 (Cumulative Conditions)
- Intersection #15. Sanderson Ave/Stetson Ave (Cumulative Conditions)

The following improvements would result in the intersections operating with satisfactory LOS as shown in *Table 6.1* for Project Completion Conditions and *Table 6.2* for Cumulative Conditions:

- Intersection #1. SR-79/SR-74 (Project Completion and Cumulative Conditions):
    - Project Completion:
        - Widen and restripe the northbound approach on SR-79 to create an exclusive left-turn lane, a through lane, and a right-turn lane with overlap phasing, and prohibit the westbound U-turn.
    - Cumulative Conditions:
        - Widen and restripe the northbound approach on SR-79 to create an exclusive left-turn lane, a through lane, and a right-turn lane with overlap phasing, and prohibit the westbound U-turn.
        - Restripe the eastbound approach on SR-74 to create an exclusive left-turn lane, two through lanes, and a shared through-right-turn lane. Widen the westbound leg to add an additional receiving lane.
        - Widen and restripe the westbound approach on SR-74 to create two exclusive left-turn lanes, a through lane, and a shared through-right-turn lane. Remove the curb bulb-out on the northbound receiving leg.
- Intersection #3. California Ave/SR-74 (Cumulative Conditions):
    - Widen and restripe the southbound approach on California Avenue to create a shared through-left-turn lane, and two right-turn lanes with overlap phasing, and prohibit the eastbound U-turn.
- Intersection #4. Warren Rd/SR-74 (Cumulative Conditions):
    - Restripe the northbound approach on Warren Rd to create two exclusive left-turn lanes, a through lane, and a shared through-right-turn lane.

No feasible improvements would result in the following intersections operating with satisfactory LOS besides expanding Stetson Avenue to the ultimate configuration as identified in the General Plan:

- Intersection #15. Sanderson Ave/Stetson Ave (Cumulative Conditions):

As previously discussed in Section 2.4, the City has recognized that certain segments and intersections would exceed Level of Service "D" as early as 1992 during a comprehensive General Plan update. These segments included portions of Florida Avenue, Stetson Avenue, and Sanderson Avenue. Measure C incorporated these problematic roads in the measure language, and portions of Florida, Sanderson and Stetson do not need to comply with Measure C's standard. The land uses and circulation system in this General Plan have resolved the service level problems identified for Stetson Avenue.

Therefore, consistent with the City's General Plan, no further improvements for the intersection of Sanderson Avenue and Stetson Avenue are recommended.

Table 6.1: Project Completion Conditions Recommended Improvements

Intersection		Existing				Project Completion				LOS Standard	Significant?	Recommended Improvements	Project Completion IMP				Significant?
		AM Peak		PM Peak		AM Peak		PM Peak					AM Peak		PM Peak		
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]				Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1.	SR-79/SR-74	43.7	D	65.5	E	53.9	D	73.2	E	D	**Yes**	☐ Widen and restripe the northbound approach on SR-79 to create an exclusive left-turn lane, a through lane, and a right-turn lane with overlap phasing, and prohibit the westbound U-turn.	33.7	C	31.7	C	**No**

=Unsatisfactory Level of Service

[1]Delay in Seconds

[2]Level of Service

Table 6.2: Cumulative Conditions Recommended Improvements

Intersection		Existing				Cumulative				LOS Standard	Significant?	Recommended Improvements	Cumulative IMP				Significant?
		AM Peak		PM Peak		AM Peak		PM Peak					AM Peak		PM Peak		
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]				Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1.	SR-79/SR-74	43.7	D	65.5	E	183.7	F	243.8	F	D	**Yes**	☐ Widen and restripe the northbound approach on SR-79 to create an exclusive left-turn lane, a through lane, and a right-turn lane with overlap phasing, and prohibit the westbound U-turn. ☐ Restripe the eastbound approach on SR-74 to create an exclusive left-turn lane, two through lanes, and a shared through-right-turn lane. Widen the westbound leg to add an additional receiving lane. ☐ Widen and restripe the westbound approach on SR-74 to create two exclusive left-turn lanes, a through lane, and a shared through-right-turn lane. Remove the curb bulb-out on the northbound receiving leg.	29.8	C	45.1	D	**No**
3.	California Ave/SR-74	37.8	D	40.5	D	97.8	F	107.0	F	D	**Yes**	☐ Widen and restripe the southbound approach on California Avenue to create a shared through-left-turn lane, and two right-turn lanes with overlap phasing, and prohibit the eastbound U-turn.	26.8	C	40.2	D	**No**
4.	Warren Rd/SR-74	31.3	C	32.8	C	65.0	E	89.6	F	D	**Yes**	☐ Restripe the northbound approach on Warren Rd to create two exclusive left-turn lanes, a through lane, and a shared through-right-turn lane.	46.2	D	54.9	D	**No**
15.	Sanderson Ave/Stetson Ave	44.3	D	43.7	D	72.7	E	91.8	F	D	**Yes**	☐ No feasible improvements besides building out Stetson Avenue to the ultimate configuration identified in the General Plan.	72.7	E	91.8	F	**Yes**

=Unsatisfactory Level of Service

[1]Delay in Seconds

[2]Level of Service

6.2 Recommendations for Queueing Improvements

Development of the proposed Project would result in queueing deficiency at the NBL lane and SBL lane at intersection #7 – Cawston Ave/SR-74. The following improvements would result in satisfactory queueing on each approach as shown in *Table 6.3* for Cumulative Conditions:

- Intersection #7. Cawston Ave/SR-74 (Cumulative Conditions):
    - Restripe the northbound approach on Cawston Ave to create an exclusive left-turn lane, (with no taper to merge into two-way left-turn lane on Cawston Ave), a shared left-turn and through lane, and a shared right-turn and through lane with split phasing for both northbound and southbound approaches.

Please note that the additional 160 feet of storage provided by the TWLTL along with the existing 65 feet left-turn pocket will accommodate the resultant NBL queue length at the intersection resulting in satisfactory queuing operations after the implementation of the recommended improvement. Similarly, for the SBL movement, the additional 40 feet of storage, along with the existing 120-foot left-turn pocket, will accommodate the resultant queue length, ensuring satisfactory queuing operations after the implementation of the recommended improvement.

Additionally, the following improvement is recommended for Intersection #7, in order to provide access to the two-way left-turn median lane to and from the two driveways on either side of Cawston Avenue:

- Extend the "keep clear" sign that is 140 feet south of the intersection to both sides of Cawston Avenue

Table 6.3: Recommended Improvements for Queueing Deficiency

	Northbound		Southbound		Recommended Improvements	Northbound		Southbound	
	LT	RT	LT	RT		LT	RT	LT	RT
7. Cawston Ave/SR-74	**Cumulative**		**Cumulative**		☐ Restripe the northbound approach on Cawston Ave to create an exclusive left-turn lane (with no taper to merge into two-way left-turn lane on Cawston Ave), a shared left-turn and through lane, and a shared right-turn and through lane with split phasing for both northbound and southbound approaches.	**Cumulative IMP**		**Cumulative IMP**	
Storage Length	65	N/A	120	N/A		65	N/A	120	N/A
Queue Lengh	160/420	30/40	85/185	130/210		90/195	85/100	90/125	185/225

Note: LT = Left-turn Lane, RT = Right-turn Lane

Queue lengths are reported in feet for both AM/PM peak periods, and are rounded up to the nearest increment of 5 feet

6.3 Project Fair Share

The Project's fair share percentage for each recommended improvement is identified in *Table 6.4* below. The percentage of Project fair-share at affected intersections was calculated using the total trips generated by the Project divided by the total "new" traffic, which is the net increase in traffic volume in the Cumulative conditions as a result of all other proposed projects. As shown *Table 6.4*, the fair share percentage for recommended intersection improvements for the intersections are:

- Intersection #1- SR-79/SR-74: 3.99%
- Intersection #3- California Ave/SR-74: 4.11%
- Intersection #4- Warren Rd/SR-74: 4.20%
- Intersection #7- Cawston Ave/SR-74: 4.43%
- Intersection #15- Sanderson Ave/Stetson Ave: 4.05%

Table 6.4: Cumulative Conditions Project Fair Share

Intersection		AM Peak					PM Peak				
		Project Traffic	Existing Traffic	Total Traffic	Total Traffic-Existing Traffic	Fair Share	Project Traffic	Existing Traffic	Total Traffic	Total Traffic-Existing Traffic	Fair Share
1.	SR-79/SR-74	63	2,856	4,436	1,580	**3.99%**	71	3,264	5,328	2,064	3.44%
3.	California Ave/SR-74	63	2,522	4,053	1,531	**4.11%**	71	2,972	4,974	2,002	3.55%
4.	Warren Rd/SR-74	70	2,604	4,269	1,665	**4.20%**	74	3,148	5,304	2,156	3.43%
7.	Cawston Ave/SR-74	38	1,671	3,092	1,421	2.67%	84	2,200	4,095	1,895	**4.43%**
15.	Sanderson Ave/Stetson Ave	48	4,007	5,264	1,257	3.82%	65	4,116	5,720	1,604	**4.05%**

Fair share contribution percentage for improvements where the project is not directly responsible is calculated by the formula: Fair share percentage = Project Traffic /(Total Traffic-Existing Traffic)

APPENDIX A – SCOPE OF WORK

PROJECT SCOPING FORM FOR TRAFFIC ANALYSIS

This letter acknowledges the City of Hemet - Engineering Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Department Transportation Analysis Guidelines dated August 2020.

Case No. PR21-019
Related Cases -
SP No.
GPA No.
CZ No.

Project Name: Hemet Industrial Project
Project Address: APN 456-010-025, South of Florida Ave and W Acacia Ave, Hemet, CA
Project Description: 1,140,401 SF of industrial building

	Consultant	Developer
Name:	EPD Solutions	212 Markham LLC
Address:	3333 Michelson Drive Suite #500	6075 Lance Drive
	Irvine, CA 92612	Riverside, CA 92507
Telephone:	(949) 794 -1180	
Fax:		Contact Name: Conan Lee

A. Trip Generation Source: TUMF High-Cube Warehouse Trip Generation Study, January 29, 2019

Current GP Land Use: Community Commercial,Business Park — Proposed Land Use: Business Park
Current Zoning: General Commercial, Business Park — Proposed Zoning: Commercial Manufacturing

Please note that the proposed project is consistent with the General Plan.

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
Weekday AM Trips	0	0	0	136	41	177
Weekday PM Trips	0	0	0	64	165	229

Internal Trip Allowance ☐ Yes ☑ No (_____% Trip Discount)
Pass-By Trip Allowance ☐ Yes ☑ No (_____% Trip Discount)

A passby trip discount of 25% is allowed for appropriate land uses. The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution:

(Please see attached exhibit)

Passenger Cars	N 25 %	S 10	E 35 %	W 30 %
Trucks	N 15 % %	S 35	E %	W 50 %

C. Background Traffic

%

Project Build-out Year: *2025* — Annual Ambient Growth Rate: 2 %

Phase Year(s) _____

Other area projects to be analyzed: _____

Model/Forecast methodology: Build-Up Method

D. **Study intersections:** *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1. See Figure 2: Study Area for location of all study intersections
2.
3.
4.
5.
6.
7.
8.
9.
10.

E. **Study Roadway Segments:** *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1.
2.
3.
4.
5.
6.
7.
8.
9.
10.

E. Other Jurisdictional Impacts

Is this project within a City's Sphere of Influence or one-mile radius of City boundaries? ☐ Yes ☐ No

If so, name of City Jurisdiction: _____

F. Site Plan Please see attached

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Transportation Department)

(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

Review of internal circulation will be provided in TIA. Note that trucks will access the project site only from Cawston Ave/ SR-74. The intersection Acacia Ave/SR-74, is a right-in/right-out intersection for passenger vehicles only.
Queueing anlaysis will be conducted for W Acacia Rd/Eastern Project Frontage Rd, and Cawston Ave N/W Florida Ave.

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts. Date of counts.

New Counts will be collected at the study intersections. The intersection of Acacia Ave/SR-74 allows only EB right-inbound access to the project site. Outbound trips from the project site would have to make either a NB left or NB right on Cawston Ave/SR-74.

*** NOTE* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to receipt of the fee.**

Recommended by:

Abby Pal — 4/12/2023

Consultant's Representative — Date

Project Scoping Form Submitted on 9/06/2023

Approved Project Scoping Form:

_____ — _____

City of Hemet Engineering Department — Date

Revised on _____

Table 1: Proposed Trip Generation

Land Use			Units	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Rates										
TUMF Fulfillment Center Rates[1]			TSF	2.129	0.094	0.028	0.122	0.046	0.119	0.165
Passenger Vehicles			TSF	1.750	0.006	0.002	0.008	0.003	0.008	0.011
2-4 Axle Trucks			TSF	0.162	0.006	0.002	0.008	0.003	0.008	0.011
5-Axle Trucks			TSF	0.217	0.008	0.003	0.011	0.003	0.007	0.010
Total Vehicle Trip Generation										
Hemt 63 Warehouse		1140.401	TSF	2,428	107	32	139	53	135	188
Vehicle Mix [1]	% Daily	% AM	% PM							
Passenger Vehicles	82.20%	84.40%	87.30%	2,058	90	27	117	46	118	164
2- Axle Trucks	3.80%	1.100%	1.10%	59	1	0	2	1	1	2
3-Axle Trucks	2.50%	2.20%	2.20%	57	2	1	3	1	3	4
4-Axle Trucks	1.30%	3.30%	3.30%	56	4	1	5	2	4	6
5+-Axle Trucks	10.20%	9.00%	6.10%	198	10	3	13	3	8	11
	100.00%	100.00%	100.00%	2,428	107	32	139	53	135	188
PCE Trip Generation [2]			***PCE Factor***							
Passenger Vehicles			1.0	2,058	90	27	117	46	118	164
2- Axle Trucks			1.5	89	2	1	2	1	2	3
3-Axle Trucks			2.0	114	5	1	6	2	6	8
4-Axle Trucks			3.0	168	11	3	14	5	13	19
5+-Axle Trucks			3.0	594	29	9	38	10	25	34
Total PCE Trip Generation				3,022	136	41	177	64	165	229

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

[1] Trip rates and truck percentages from the TUMF High-Cube Warehouse Trip Generation Study, January 29, 2019. Rate used is for Fulfillment Center. 2, 3 and 4 axle trucks were split as follows: 50% 2-axle, 33.3% 3-axle, and 16.7% 4-axle.

[2] Passenger Car Equivalent (PCE) factors from County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled, dated December 2020.

Figure 1: Site Plan

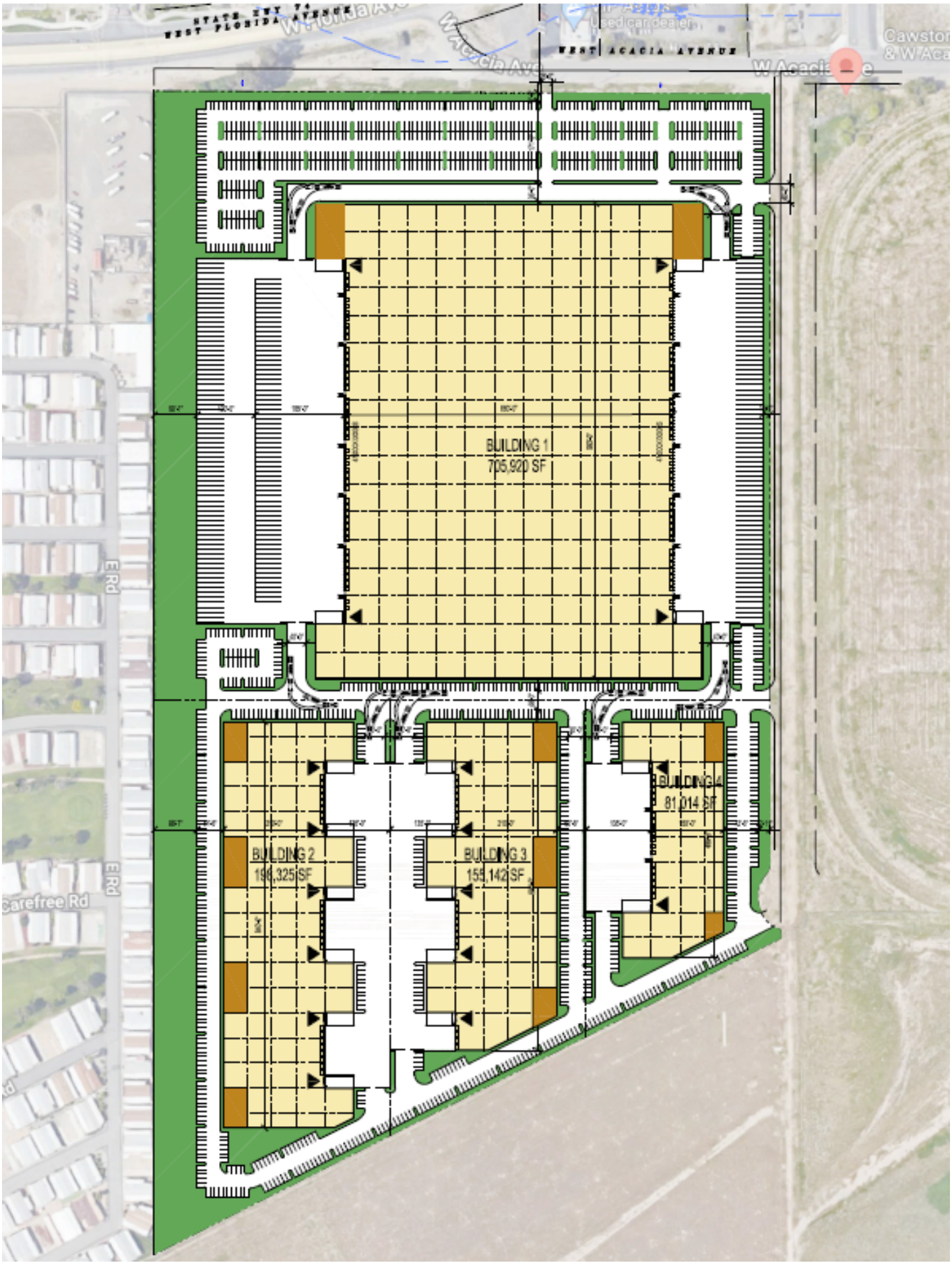


Figure 2: Study Area

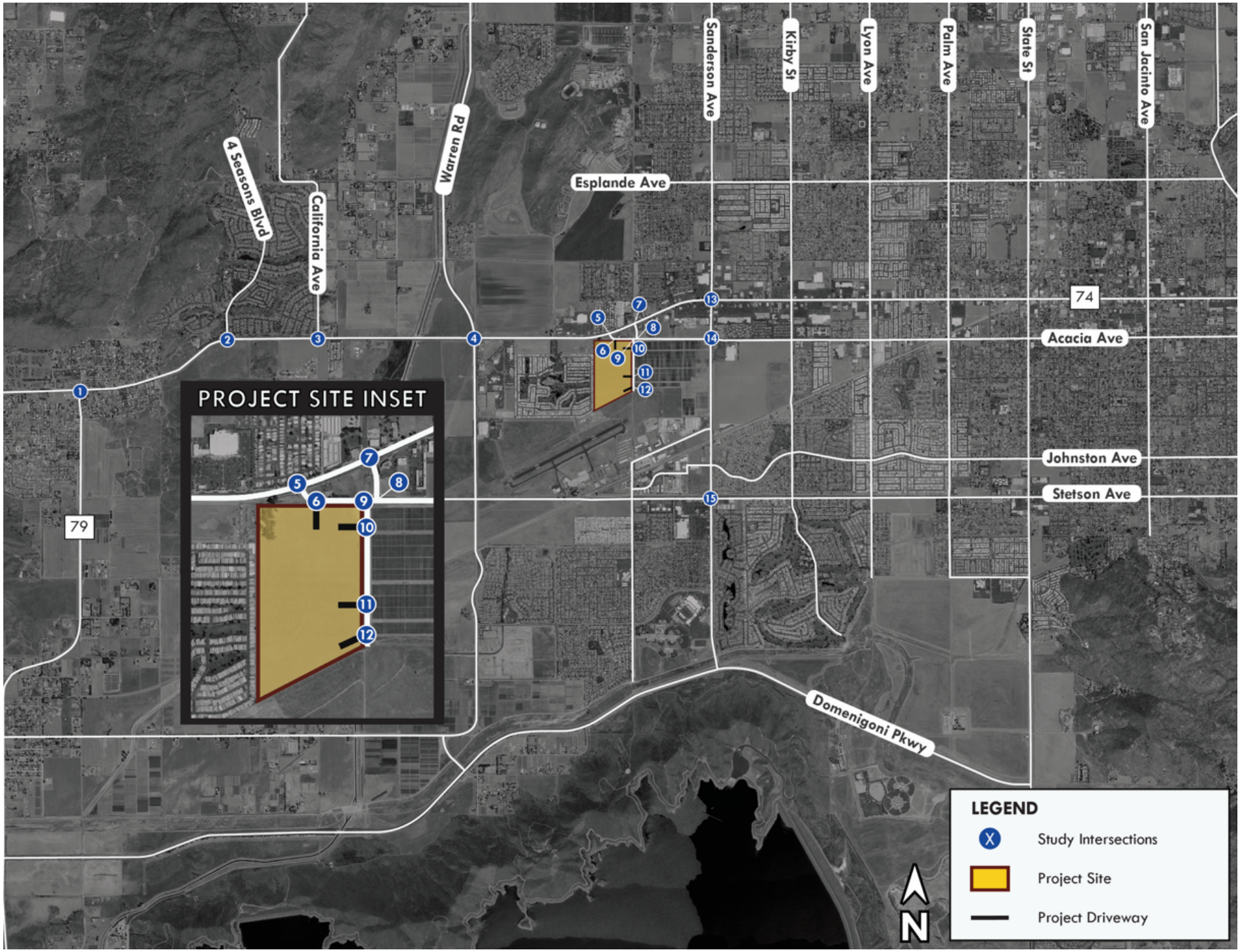


Figure 3: Proposed Passenger Car Trip Distribution



Figure 4: Proposed Truck Trip Distribution

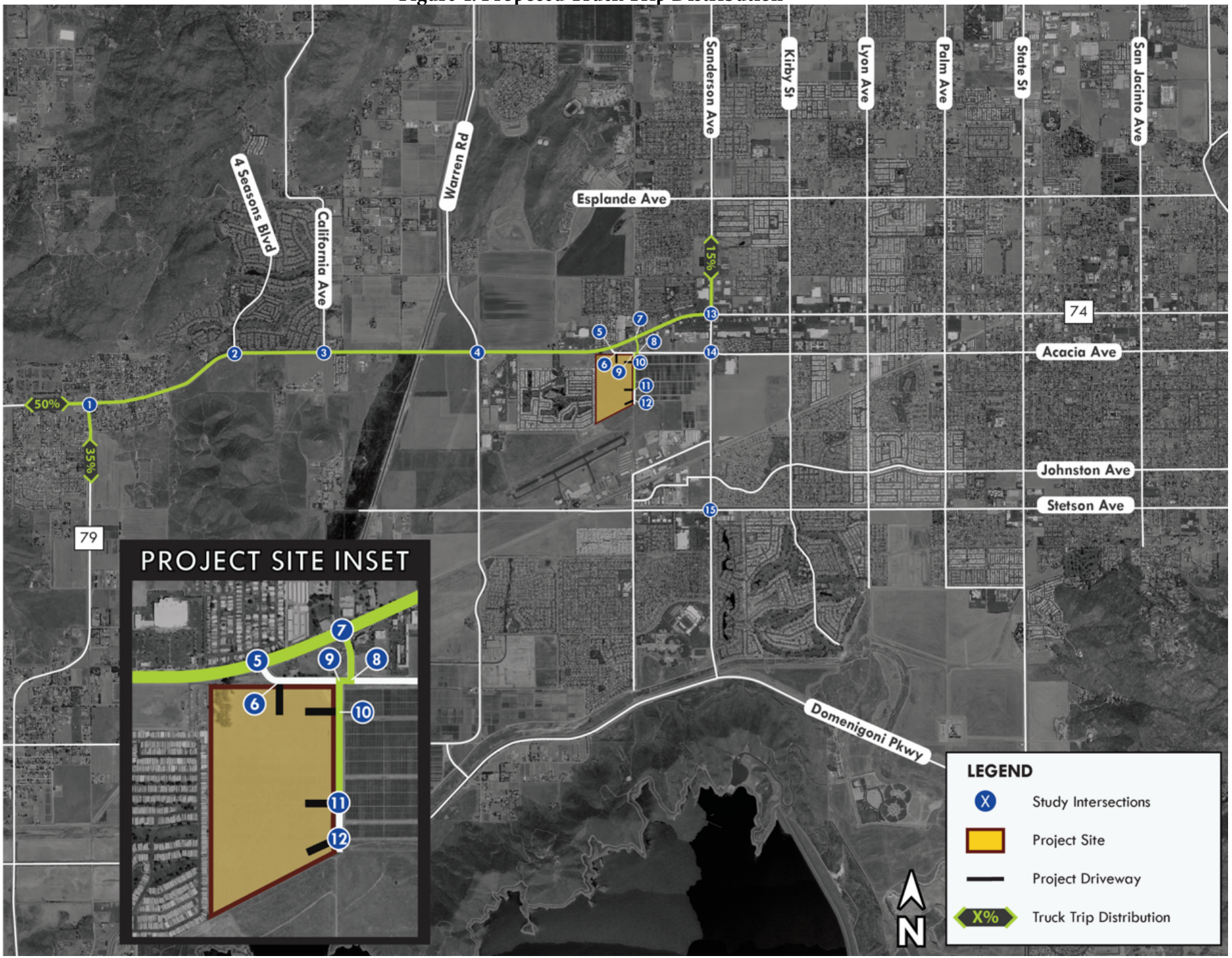
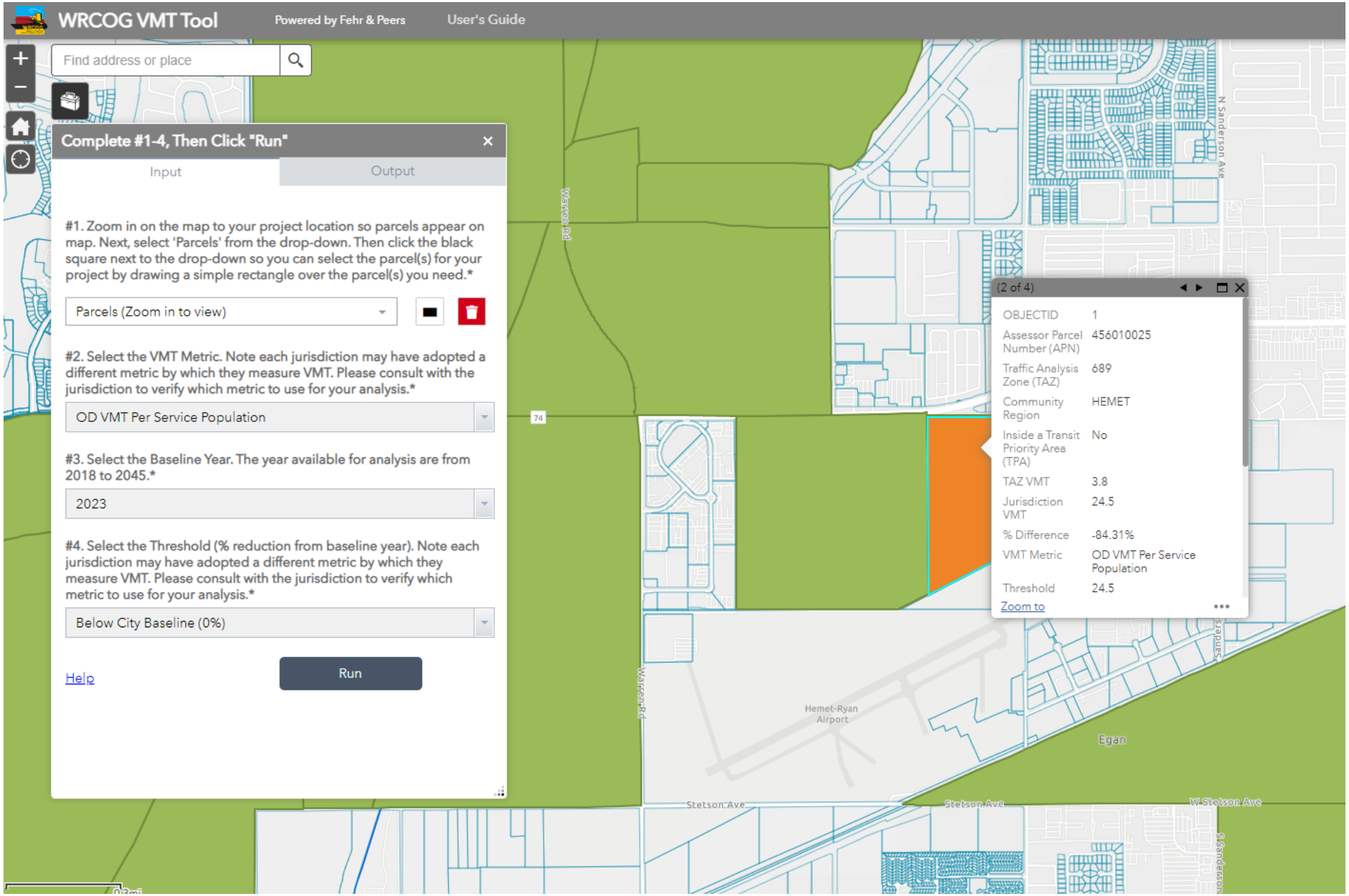


Figure 5: WRCOG Low VMT Area Screening



MEMORANDUM

TO: Abby Pal, ***EPD Solutions***
Noah Rau, ***City of Hemet***

FROM: Lori Askew, ***Engineering Resources of Southern California, Inc.***
Stephen Manganiello, ***STC Traffic, Inc.***

DATE: 4/17/2023

SUBJECT: **96007130 - 101 –Locktek Industrial Building TIA Scoping Agreement – PC2 MEMO**

We have completed the review of the TIA Scoping Agreement for the above-referenced project and have no further comments.

If you have any questions please contact Stephen Manganiello, Contract Traffic Engineer, at stephen.manganiello@stctraffic.com.

APPENDIX B – COUNT SHEETS

INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Tue, Sep 10, 24

LOCATION: Hemet
NORTH & SOUTH: SR-79
EAST & WEST: SR-74

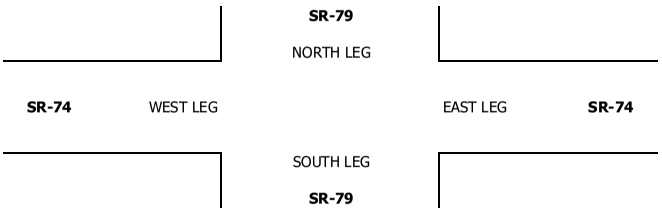
PROJECT #: SC4876
LOCATION #: 1
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

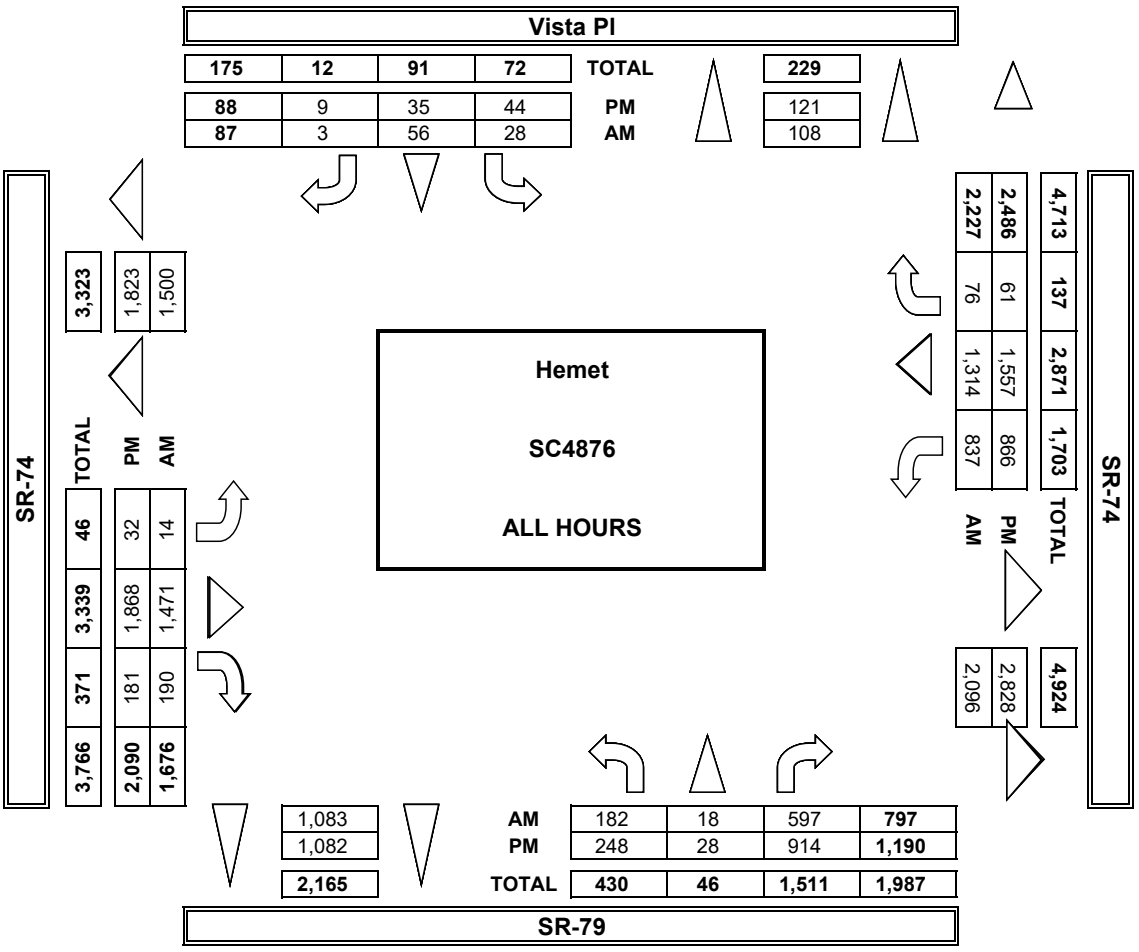
▲ N
◄ W
E ►
S ▼

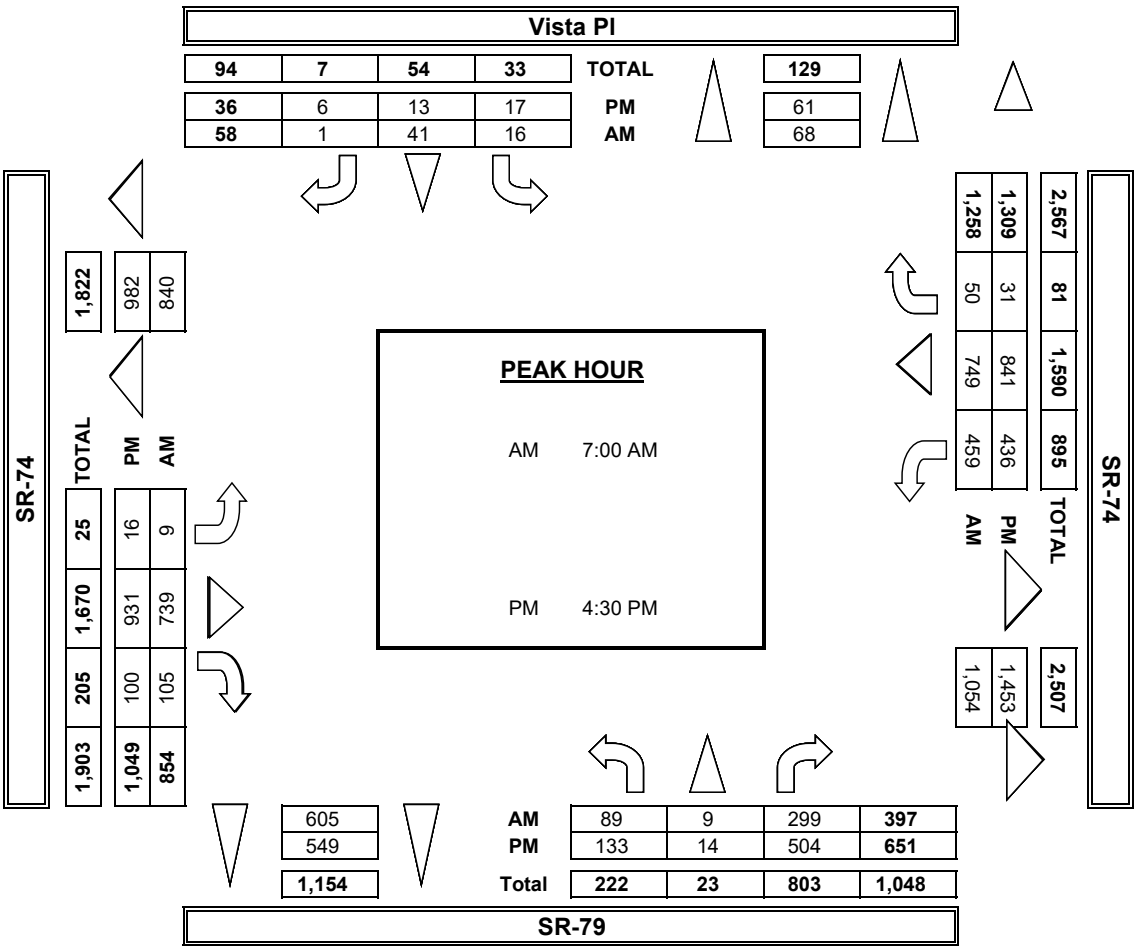
		NORTHBOUND SR-79			SOUTHBOUND Vista Pl			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 0,5	NR 0,5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	16	1	66	5	17	1	1	176	28	121	224	22	678	0	0	0	0	0
	7:15 AM	19	1	72	0	8	0	3	143	15	126	230	8	625	0	0	0	0	0
	7:30 AM	29	3	73	3	8	0	2	206	30	86	187	11	638	0	0	1	0	1
	7:45 AM	25	4	88	8	8	0	3	214	32	126	108	9	625	0	0	0	0	0
	8:00 AM	22	2	83	4	3	2	0	154	28	94	146	6	544	0	0	0	0	0
	8:15 AM	32	2	69	2	4	0	0	177	17	91	124	9	527	0	0	0	0	0
	8:30 AM	22	3	73	2	5	0	2	228	18	110	148	4	615	0	0	0	0	0
	8:45 AM	17	2	73	4	3	0	3	173	22	83	147	7	534	0	0	0	0	0
	VOLUMES	182	18	597	28	56	3	14	1,471	190	837	1,314	76	4,787	0	0	1	0	1
	APPROACH %	23%	2%	75%	32%	64%	3%	1%	88%	11%	38%	59%	3%						
	APP/DEPART	797	/	108	87	/	1,083	1,676	/	2,096	2,227	/	1,500	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	89	9	299	16	41	1	9	739	105	459	749	50	2,567	0	0	1	0	
	APPROACH %	22%	2%	75%	28%	71%	2%	1%	87%	12%	36%	60%	4%						
	PEAK HR FACTOR		0.848			0.630			0.857			0.857		0.947					
	APP/DEPART	397	/	68	58	/	605	854	/	1,054	1,258	/	840	0					
PM	4:00 PM	40	3	115	7	4	0	2	240	18	120	162	10	721	0	0	3	0	3
	4:15 PM	29	5	118	8	4	1	4	218	19	117	206	7	736	0	0	0	0	0
	4:30 PM	31	3	129	6	8	1	3	217	30	117	203	17	765	0	0	1	0	1
	4:45 PM	42	3	110	2	2	1	3	237	26	106	230	7	769	0	0	1	0	1
	5:00 PM	29	7	150	4	1	4	4	234	28	112	170	3	746	0	0	0	1	1
	5:15 PM	31	1	115	5	2	0	6	243	16	101	238	4	762	0	0	0	0	0
	5:30 PM	16	3	96	5	8	1	5	258	23	107	183	8	713	0	0	3	0	3
	5:45 PM	30	3	81	7	6	1	5	221	21	86	165	5	631	0	0	1	1	2
	VOLUMES	248	28	914	44	35	9	32	1,868	181	866	1,557	61	5,854	0	0	9	2	11
	APPROACH %	21%	2%	77%	50%	40%	10%	2%	89%	9%	35%	63%	2%						
	APP/DEPART	1,190	/	121	88	/	1,082	2,090	/	2,828	2,486	/	1,823	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	133	14	504	17	13	6	16	931	100	436	841	31	3,045	0	0	2	1	
	APPROACH %	20%	2%	77%	47%	36%	17%	2%	89%	10%	33%	64%	2%						
	PEAK HR FACTOR		0.875			0.600			0.982			0.954		0.989					
	APP/DEPART	651	/	61	36	/	549	1,049	/	1,453	1,309	/	982	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	SR-79	LOCATION #:	1
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

	NOTES:									
PCE Adjusted	Class	1	2	3	4	5	6			AM PM MD OTHER OTHER
	Factor	1	1.5	2	3	2	2			

▲ N ◄ W E ► S ▼

		NORTHBOUND SR-79			SOUTHBOUND Vista Pl			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 0,5	NR 0,5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	17	1	71	9	18	1	1	200	30	134	252	24	757					0
	7:15 AM	23	1	77	0	8	0	3	171	17	137	245	8	688					0
	7:30 AM	33	6	83	3	9	0	2	237	35	92	201	11	711					0
	7:45 AM	25	4	98	12	8	0	3	235	36	146	123	10	697					0
	8:00 AM	26	2	88	5	3	2	0	177	34	106	160	7	609					0
	8:15 AM	37	2	74	2	4	0	0	210	18	102	139	10	597					0
	8:30 AM	28	3	82	3	6	0	3	258	25	116	169	4	695					0
	8:45 AM	23	2	82	4	3	0	3	200	27	92	159	7	601					0
	VOLUMES	211	21	653	37	58	3	15	1,687	220	923	1,447	81	5,353	0	0	0	0	0
	APPROACH %	24%	2%	74%	38%	59%	3%	1%	88%	11%	38%	59%	3%						
	APP/DEPART	884	/	116	98	/	1,201	1,921	/	2,376	2,450	/	1,661	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	98	12	328	24	43	1	9	842	118	508	820	53	2,853					
	APPROACH %	22%	3%	75%	35%	63%	1%	1%	87%	12%	37%	59%	4%						
	PEAK HR FACTOR		0.864			0.598			0.885			0.844		0.942					
	APP/DEPART	437	/	74	67	/	668	969	/	1,194	1,380	/	918	0					
PM	4:00 PM	45	3	121	7	4	0	2	255	21	127	180	10	774					0
	4:15 PM	34	7	132	8	4	1	4	234	20	125	227	8	803					0
	4:30 PM	37	4	143	6	8	1	3	235	32	128	220	18	832					0
	4:45 PM	43	3	117	2	2	1	3	253	29	115	250	7	824					0
	5:00 PM	36	8	160	4	1	5	4	245	33	117	178	3	793					0
	5:15 PM	37	1	121	5	2	0	6	260	17	108	255	4	815					0
	5:30 PM	18	3	104	5	8	1	5	274	23	111	196	8	755					0
	5:45 PM	32	3	87	7	6	1	5	227	22	93	175	5	662					0
	VOLUMES	281	31	983	44	35	10	32	1,981	196	922	1,679	62	6,255	0	0	0	0	0
	APPROACH %	22%	2%	76%	49%	39%	11%	1%	90%	9%	35%	63%	2%						
	APP/DEPART	1,295	/	125	89	/	1,153	2,209	/	3,008	2,663	/	1,970	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	152	15	540	17	13	7	16	992	110	467	903	32	3,263					
	APPROACH %	21%	2%	76%	46%	35%	19%	1%	89%	10%	33%	64%	2%						
	PEAK HR FACTOR		0.871			0.617			0.984			0.942		0.981					
	APP/DEPART	707	/	63	37	/	590	1,118	/	1,549	1,401	/	1,062	0					

SR-79

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

SR-79

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	SR-79	LOCATION #:	1
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-79			SOUTHBOUND Vista Pl			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 0,5	NR 0,5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	14	1	59	1	15	1	1	145	27	105	194	20	583	0	0	0	0	0
	7:15 AM	16	1	67	0	8	0	3	112	14	114	212	8	555	0	0	0	0	0
	7:30 AM	26	1	64	3	7	0	2	169	21	79	173	11	556	0	0	1	0	1
	7:45 AM	25	4	79	5	8	0	3	192	27	110	98	8	559	0	0	0	0	0
	8:00 AM	18	2	76	3	3	2	0	132	23	83	130	5	477	0	0	0	0	0
	8:15 AM	28	2	63	2	4	0	0	145	15	81	104	8	452	0	0	0	0	0
	8:30 AM	17	3	66	1	4	0	1	198	13	102	128	4	537	0	0	0	0	0
	8:45 AM	13	2	62	4	3	0	3	147	19	70	135	7	465	0	0	0	0	0
	VOLUMES	157	16	536	19	52	3	13	1,240	159	744	1,174	71	4,185	0	0	1	0	1
	APPROACH %	22%	2%	76%	26%	70%	4%	1%	88%	11%	37%	59%	4%						
	APP/DEPART	709	/	100	74	/	955	1,413	/	1,795	1,989	/	1,335	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	81	7	269	9	38	1	9	618	89	408	677	47	2,254	0	0	1	0	
	APPROACH %	23%	2%	75%	19%	79%	2%	1%	86%	12%	36%	60%	4%						
	PEAK HR FACTOR		0.826			0.706			0.807			0.847		0.967					
	APP/DEPART	357	/	63	48	/	535	717	/	896	1,132	/	760	0					
PM	4:00 PM	34	3	105	7	4	0	2	220	15	110	147	10	657	0	0	3	0	3
	4:15 PM	22	4	105	8	4	1	4	200	17	107	186	6	664	0	0	0	0	0
	4:30 PM	26	2	115	6	8	1	3	197	27	107	183	16	691	0	0	1	0	1
	4:45 PM	40	3	103	2	2	1	3	217	23	94	209	7	704	0	0	1	0	1
	5:00 PM	23	6	135	4	1	2	4	222	25	106	159	3	690	0	0	0	1	1
	5:15 PM	24	1	105	5	2	0	6	223	15	94	216	4	695	0	0	0	0	0
	5:30 PM	14	3	86	5	8	1	5	238	23	102	169	8	662	0	0	2	0	2
	5:45 PM	27	3	76	7	6	1	5	211	20	79	151	5	591	0	0	1	1	2
	VOLUMES	210	25	830	44	35	7	32	1,728	165	799	1,420	59	5,364	0	0	8	2	10
	APPROACH %	20%	2%	78%	51%	41%	8%	2%	89%	9%	35%	62%	3%						
	APP/DEPART	1,065	/	116	86	/	999	1,933	/	2,604	2,280	/	1,645	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	113	12	458	17	13	4	16	859	90	401	767	30	2,783	0	0	2	1	
	APPROACH %	19%	2%	79%	50%	38%	12%	2%	89%	9%	33%	64%	3%						
	PEAK HR FACTOR		0.889			0.567			0.963			0.955		0.987					
	APP/DEPART	583	/	58	34	/	504	967	/	1,335	1,199	/	886	0					

SR-79

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

SR-79

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	SR-79	LOCATION #:	1
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

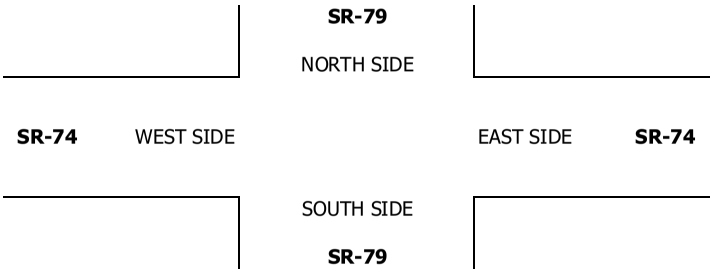
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND SR-79			SOUTHBOUND Vista Pl			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 0,5	NR 0,5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	0	6	2	2	0	0	20	0	13	17	0	62	0	0	0	0	0
	7:15 AM	1	0	3	0	0	0	0	22	0	7	13	0	46	0	0	0	0	0
	7:30 AM	0	1	4	0	1	0	0	25	8	4	8	0	51	0	0	0	0	0
	7:45 AM	0	0	3	1	0	0	0	13	3	5	3	0	28	0	0	0	0	0
	8:00 AM	2	0	5	0	0	0	0	10	3	6	10	0	36	0	0	0	0	0
	8:15 AM	2	0	5	0	0	0	0	18	2	5	14	1	47	0	0	0	0	0
	8:30 AM	2	0	3	1	1	0	1	16	1	6	10	0	41	0	0	0	0	0
	8:45 AM	1	0	6	0	0	0	0	11	1	10	6	0	35	0	0	0	0	0
	VOLUMES	10	1	35	4	4	0	1	135	18	56	81	1	346	0	0	0	0	0
	APPROACH %	22%	2%	76%	50%	50%	0%	1%	88%	12%	41%	59%	1%						
	APP/DEPART	46	/	3	8	/	78	154	/	174	138	/	91	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	3	1	16	3	3	0	0	80	11	29	41	0	187	0	0	0	0	
	APPROACH %	15%	5%	80%	50%	50%	0%	0%	88%	12%	41%	59%	0%						
	PEAK HR FACTOR		0.625			0.375			0.689			0.583		0.754					
	APP/DEPART	20	/	1	6	/	43	91	/	99	70	/	44	0					
PM	4:00 PM	4	0	9	0	0	0	0	14	2	7	5	0	41	0	0	0	0	0
	4:15 PM	6	0	6	0	0	0	0	11	2	6	11	1	43	0	0	0	0	0
	4:30 PM	2	1	9	0	0	0	0	13	3	5	13	1	47	0	0	0	0	0
	4:45 PM	2	0	5	0	0	0	0	9	1	8	12	0	37	0	0	0	0	0
	5:00 PM	3	1	12	0	0	2	0	8	1	4	8	0	39	0	0	0	0	0
	5:15 PM	5	0	8	0	0	0	0	12	0	5	14	0	44	0	0	0	0	0
	5:30 PM	1	0	7	0	0	0	0	16	0	4	7	0	35	0	0	0	0	0
	5:45 PM	2	0	2	0	0	0	0	9	0	5	8	0	26	0	0	0	0	0
	VOLUMES	25	2	58	0	0	2	0	92	9	44	78	2	312	0	0	0	0	0
	APPROACH %	29%	2%	68%	0%	0%	100%	0%	91%	9%	35%	63%	2%						
	APP/DEPART	85	/	4	2	/	53	101	/	150	124	/	105	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	12	2	34	0	0	2	0	42	5	22	47	1	167	0	0	0	0	
	APPROACH %	25%	4%	71%	0%	0%	100%	0%	89%	11%	31%	67%	1%						
	PEAK HR FACTOR		0.750			0.250			0.734			0.875		0.888					
	APP/DEPART	48	/	3	2	/	27	47	/	76	70	/	61	0					



INTERSECTION TURNING MOVEMENT COUNTS

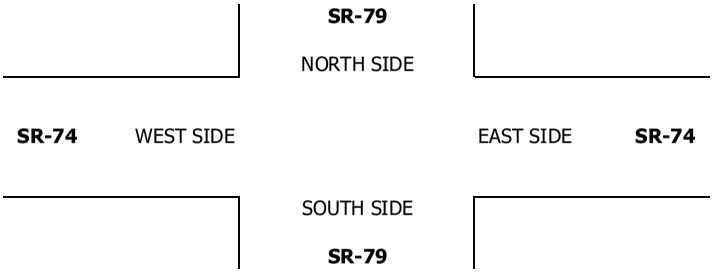
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	SR-79	LOCATION #:	1
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-79			SOUTHBOUND Vista Pl			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 0,5	NR 0,5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	0	0	0	4	0	0	2	2	9	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	1	0	2	0	0	4	0	0	0	0	0
	7:30 AM	2	0	1	0	0	0	0	5	1	1	2	0	12	0	0	0	0	0
	7:45 AM	0	0	2	0	0	0	0	2	2	4	0	0	10	0	0	0	0	0
	8:00 AM	1	0	1	1	0	0	0	2	0	1	1	1	8	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	2	2	0	6	0	0	0	0	0
	8:30 AM	1	0	1	0	0	0	0	1	2	1	1	0	7	0	0	0	0	0
	8:45 AM	1	0	3	0	0	0	0	2	0	2	3	0	11	0	0	0	0	0
	VOLUMES	6	0	8	2	0	0	0	19	5	13	11	3	67	0	0	0	0	0
	APPROACH %	43%	0%	57%	100%	0%	0%	0%	79%	21%	48%	41%	11%						
	APP/DEPART	14	/	3	2	/	18	24	/	29	27	/	17	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	3	0	3	1	0	0	0	12	3	7	4	2	35	0	0	0	0	
	APPROACH %	50%	0%	50%	100%	0%	0%	0%	80%	20%	54%	31%	15%						
	PEAK HR FACTOR		0.500			0.250			0.625			0.813		0.729					
	APP/DEPART	6	/	2	1	/	10	15	/	16	13	/	7	0					
PM	4:00 PM	1	0	0	0	0	0	0	1	0	2	3	0	7	0	0	0	0	0
	4:15 PM	0	0	2	0	0	0	0	1	0	1	3	0	7	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	4	2	3	3	0	12	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	0	0	1	1	0	3	0	0	0	0	0
	5:15 PM	1	0	1	0	0	0	0	2	1	0	5	0	10	0	0	0	0	0
	5:30 PM	1	0	2	0	0	0	0	0	0	0	4	0	7	0	0	1	0	1
	5:45 PM	1	0	1	0	0	0	0	0	1	0	3	0	6	0	0	0	0	0
	VOLUMES	6	0	6	0	0	0	0	8	4	7	26	0	58	0	0	1	0	1
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	62%	31%	21%	79%	0%						
	APP/DEPART	12	/	0	0	/	11	13	/	14	33	/	33	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	3	0	1	0	0	0	0	6	3	4	13	0	30	0	0	0	0	
	APPROACH %	75%	0%	25%	0%	0%	0%	0%	67%	33%	24%	76%	0%						
	PEAK HR FACTOR		0.500			0.000			0.375			0.708		0.625					
	APP/DEPART	4	/	0	0	/	7	9	/	7	17	/	16	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	SR-79	LOCATION #:	1
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

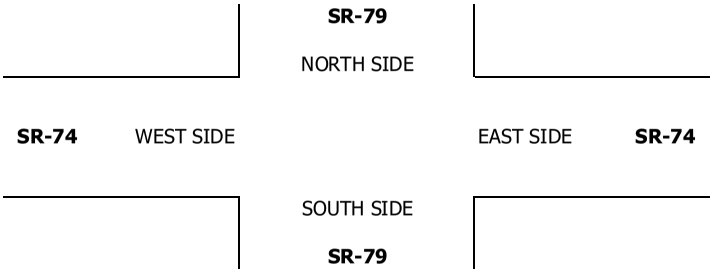
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND SR-79			SOUTHBOUND Vista Pl			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 0,5	NR 0,5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	1	0	0	0	3	1	3	6	0	15	0	0	0	0	0
	7:15 AM	1	0	1	0	0	0	0	8	1	2	3	0	16	0	0	0	0	0
	7:30 AM	1	1	3	0	0	0	0	6	0	1	4	0	16	0	0	0	0	0
	7:45 AM	0	0	2	1	0	0	0	5	0	6	6	0	20	0	0	0	0	0
	8:00 AM	1	0	0	0	0	0	0	6	2	4	3	0	16	0	0	0	0	0
	8:15 AM	2	0	1	0	0	0	0	10	0	3	2	0	18	0	0	0	0	0
	8:30 AM	2	0	3	0	0	0	0	8	2	1	6	0	22	0	0	0	0	0
	8:45 AM	2	0	1	0	0	0	0	6	2	1	3	0	15	0	0	0	0	0
	VOLUMES	9	1	12	2	0	0	0	52	8	21	33	0	138	0	0	0	0	0
	APPROACH %	41%	5%	55%	100%	0%	0%	0%	87%	13%	39%	61%	0%						
	APP/DEPART	22	/	1	2	/	29	60	/	66	54	/	42	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	2	1	7	2	0	0	0	22	2	12	19	0	67	0	0	0	0	
	APPROACH %	20%	10%	70%	100%	0%	0%	0%	92%	8%	39%	61%	0%						
	PEAK HR FACTOR		0.500			0.500			0.667			0.646		0.838					
	APP/DEPART	10	/	1	2	/	14	24	/	31	31	/	21	0					
PM	4:00 PM	1	0	0	0	0	0	0	2	1	0	5	0	9	0	0	0	0	0
	4:15 PM	1	1	4	0	0	0	0	3	0	1	6	0	16	0	0	0	0	0
	4:30 PM	2	0	4	0	0	0	0	4	0	3	3	0	16	0	0	0	0	0
	4:45 PM	0	0	2	0	0	0	0	0	0	1	5	0	8	0	0	0	0	0
	5:00 PM	2	0	1	0	0	0	0	3	2	1	1	0	10	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	3	0	2	2	0	8	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	4	0	1	2	0	8	0	0	0	0	0
	5:45 PM	0	0	2	0	0	0	0	0	0	2	0	0	4	0	0	0	0	0
	VOLUMES	7	1	14	0	0	0	0	19	3	11	24	0	79	0	0	0	0	0
	APPROACH %	32%	5%	64%	0%	0%	0%	0%	86%	14%	31%	69%	0%						
	APP/DEPART	22	/	1	0	/	14	22	/	33	35	/	31	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	5	0	7	0	0	0	0	10	2	7	11	0	42	0	0	0	0	
	APPROACH %	42%	0%	58%	0%	0%	0%	0%	83%	17%	39%	61%	0%						
	PEAK HR FACTOR		0.500			0.000			0.600			0.750		0.656					
	APP/DEPART	12	/	0	0	/	9	12	/	17	18	/	16	0					



INTERSECTION TURNING MOVEMENT COUNTS

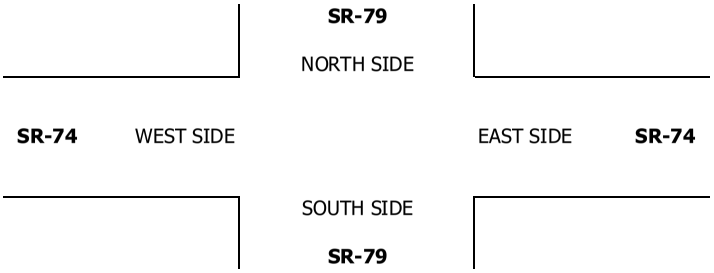
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	SR-79	LOCATION #:	1
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-79			SOUTHBOUND Vista Pl			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 0,5	NR 0,5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%						
	APP/DEPART	0	/	0	0	/	1	1	/	1	1	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

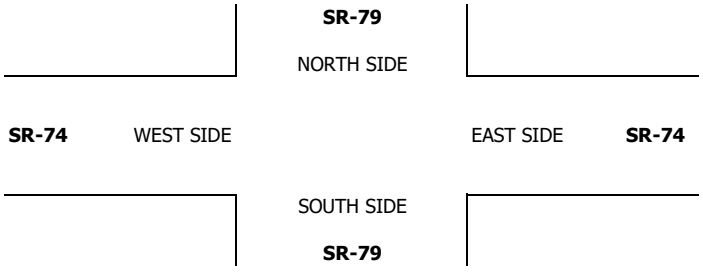
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	SR-79	LOCATION #:	1
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND SR-79			SOUTHBOUND Vista Pl			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
LANES:	NL 1	NT 0,5	NR 0,5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	4	0	0	5	0	9	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	1	2	0	4	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	1	0	1	0	0	3	0	0	0	0	0
7:45 AM	0	0	2	1	0	0	0	2	0	1	1	1	8	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	4	0	0	2	0	7	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	5	0	0	3	0	8	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	7	0	0	0	0	8	0	0	0	0	0
VOLUMES	0	0	6	1	0	0	0	25	0	3	15	1	51	0	0	0	0	0
APPROACH %	0%	0%	100%	100%	0%	0%	0%	100%	0%	16%	79%	5%						
APP/DEPART	6	/	1	1	/	3	25	/	32	19	/	15	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	4	1	0	0	0	7	0	3	8	1	24	0	0	0	0	
APPROACH %	0%	0%	100%	100%	0%	0%	0%	100%	0%	25%	67%	8%						
PEAK HR FACTOR		0.500			0.250			0.438			0.600		0.667					
APP/DEPART	4	/	1	1	/	3	7	/	12	12	/	8	0					
PM 4:00 PM	0	0	1	0	0	0	0	3	0	1	2	0	7	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	3	0	2	0	0	6	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	3	0	1	0	0	5	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	7	0	0	1	0	8	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	0	1	0	0	1	0	4	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	3	0	0	1	0	5	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
VOLUMES	0	0	6	0	0	0	0	20	0	4	9	0	39	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	31%	69%	0%						
APP/DEPART	6	/	0	0	/	4	20	/	26	13	/	9	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	4	0	0	0	0	14	0	1	3	0	22	0	0	0	0	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	25%	75%	0%						
PEAK HR FACTOR		0.500			0.000			0.500			1.000		0.688					
APP/DEPART	4	/	0	0	/	1	14	/	18	4	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
Tue, Sep 10, 24	NORTH & SOUTH:	Four Seasons Blvd	LOCATION #:	2
	EAST & WEST:	SR-74	CONTROL:	SIGNAL

NOTES:

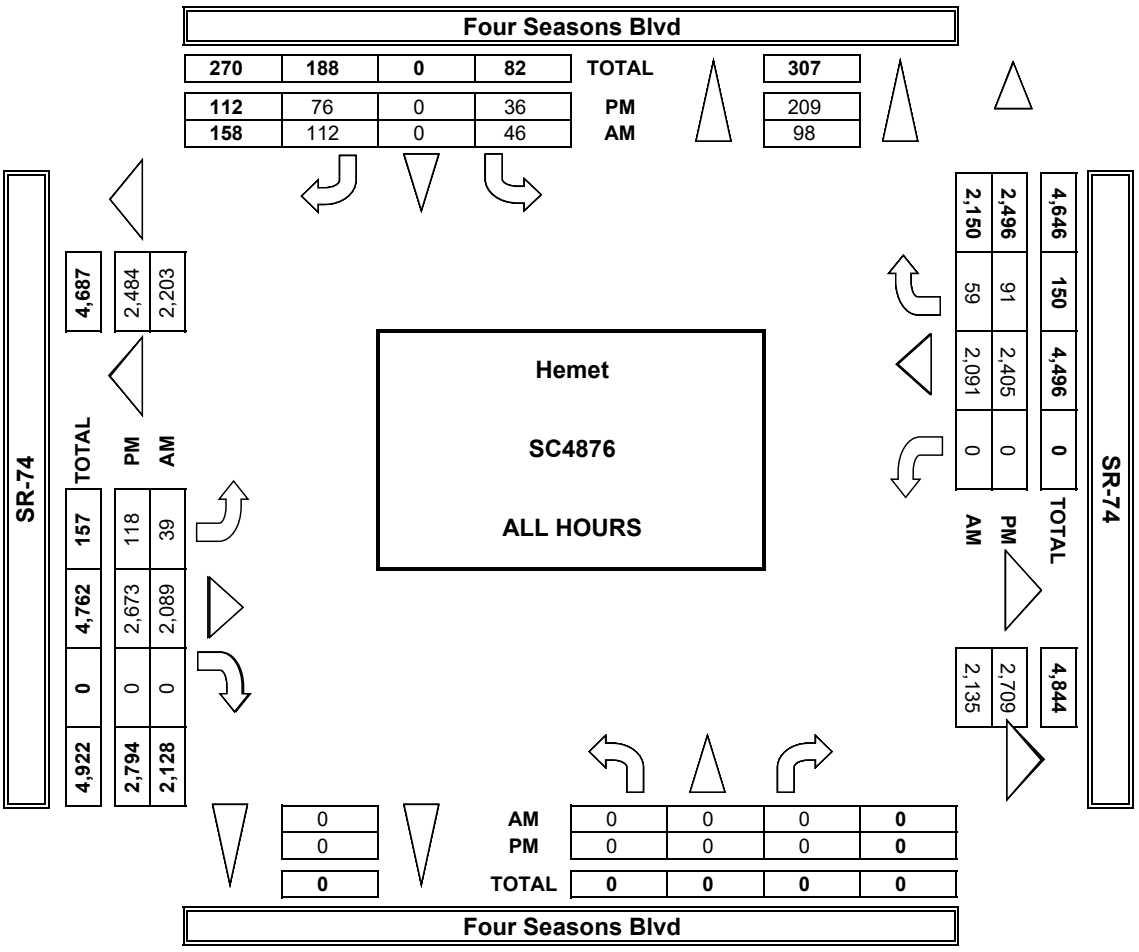
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

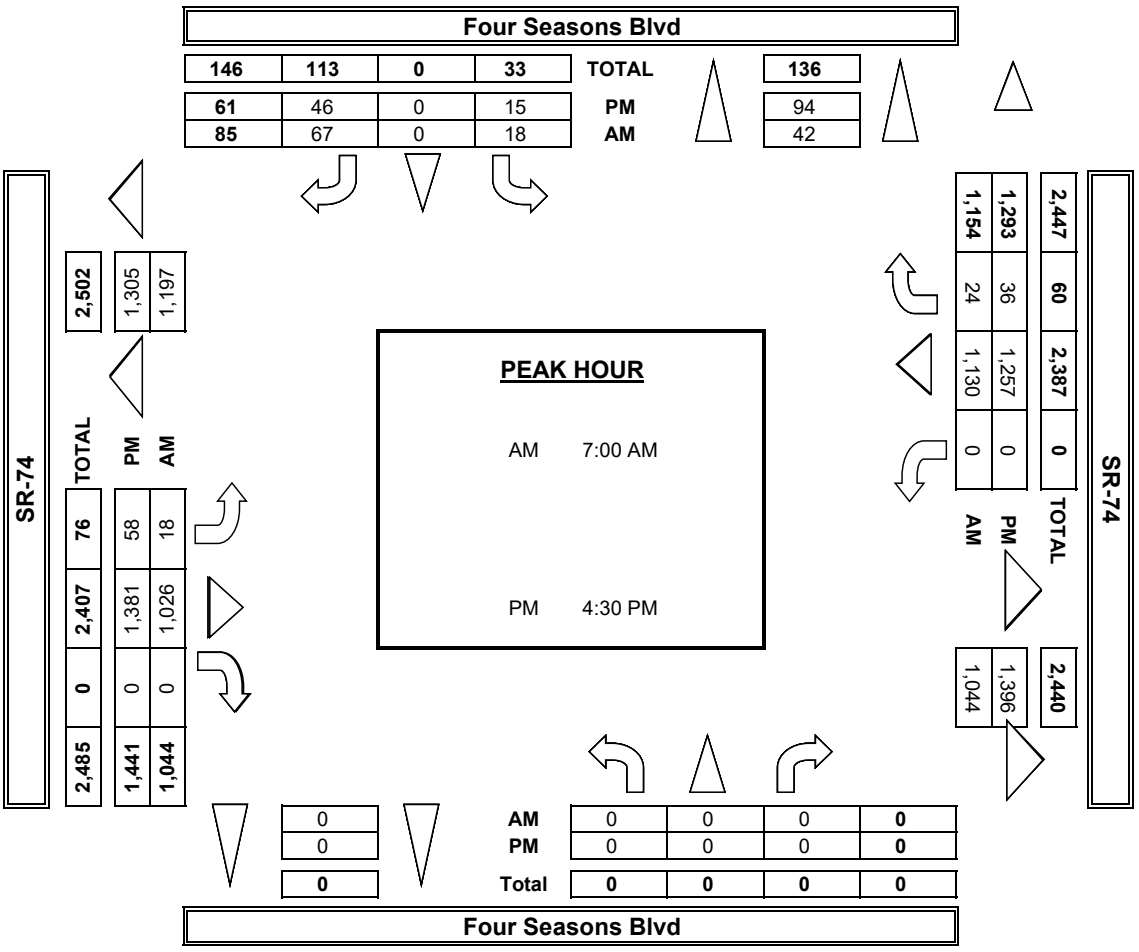
		NORTHBOUND Four Seasons Blvd			SOUTHBOUND Four Seasons Blvd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL 0
AM	7:00 AM	0	0	0	4	0	19	3	260	0	0	294	2	582	0	0	0	0	0
	7:15 AM	0	0	0	2	0	21	2	209	0	0	324	3	561	0	0	0	0	0
	7:30 AM	0	0	0	7	0	16	4	274	0	0	271	6	578	0	0	0	0	0
	7:45 AM	0	0	0	5	0	11	9	283	0	0	241	13	562	0	0	0	0	0
	8:00 AM	0	0	0	7	0	11	3	276	0	0	244	10	551	0	0	0	0	0
	8:15 AM	0	0	0	8	0	8	5	242	0	0	220	8	491	0	0	0	0	0
	8:30 AM	0	0	0	6	0	14	5	307	0	0	258	5	595	0	0	0	0	0
	8:45 AM	0	0	0	7	0	12	8	238	0	0	239	12	516	0	0	0	0	0
	VOLUMES	0	0	0	46	0	112	39	2,089	0	0	2,091	59	4,436	0	0	0	0	0
	APPROACH %	0%	0%	0%	29%	0%	71%	2%	98%	0%	0%	97%	3%						
	APP/DEPART	0	/	98	158	/	0	2,128	/	2,135	2,150	/	2,203	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	18	0	67	18	1,026	0	0	1,130	24	2,283	0	0	0	0	
	APPROACH %	0%	0%	0%	21%	0%	79%	2%	98%	0%	0%	98%	2%						
	PEAK HR FACTOR		0.000			0.924			0.894			0.882		0.981					
	APP/DEPART	0	/	42	85	/	0	1,044	/	1,044	1,154	/	1,197	0					
PM	4:00 PM	0	0	0	4	0	7	20	318	0	0	282	14	645	0	0	0	0	0
	4:15 PM	0	0	0	3	0	11	11	346	0	0	325	19	715	0	0	0	0	0
	4:30 PM	0	0	0	4	0	12	11	312	0	0	326	11	676	0	0	0	0	0
	4:45 PM	0	0	0	5	0	16	22	335	0	0	325	11	714	0	0	1	0	1
	5:00 PM	0	0	0	6	0	11	9	366	0	0	254	7	653	0	0	0	0	0
	5:15 PM	0	0	0	0	0	7	16	368	0	0	352	7	750	0	0	1	0	1
	5:30 PM	0	0	0	7	0	10	16	322	0	0	287	9	651	0	0	1	0	1
	5:45 PM	0	0	0	7	0	2	13	306	0	0	254	13	595	0	0	0	0	0
	VOLUMES	0	0	0	36	0	76	118	2,673	0	0	2,405	91	5,402	0	0	3	0	3
	APPROACH %	0%	0%	0%	32%	0%	68%	4%	96%	0%	0%	96%	4%						
	APP/DEPART	0	/	209	112	/	0	2,794	/	2,709	2,496	/	2,484	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	15	0	46	58	1,381	0	0	1,257	36	2,795	0	0	2	0	
	APPROACH %	0%	0%	0%	25%	0%	75%	4%	96%	0%	0%	97%	3%						
	PEAK HR FACTOR		0.000			0.726			0.936			0.900		0.930					
	APP/DEPART	0	/	94	61	/	0	1,441	/	1,396	1,293	/	1,305	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Four Seasons Blvd	LOCATION #:	2
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

	NOTES:									
PCE Adjusted	Class	1	2	3	4	5	6			
	Factor	1	1.5	2	3	2	2			

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Four Seasons Blvd			SOUTHBOUND Four Seasons Blvd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	5	0	20	3	292	0	0	324	4	648					0
	7:15 AM	0	0	0	2	0	22	2	237	0	0	351	3	616					0
	7:30 AM	0	0	0	7	0	16	4	320	0	0	296	8	650					0
	7:45 AM	0	0	0	5	0	11	11	315	0	0	271	14	626					0
	8:00 AM	0	0	0	7	0	11	3	305	0	0	275	12	613					0
	8:15 AM	0	0	0	8	0	10	5	275	0	0	238	10	546					0
	8:30 AM	0	0	0	6	0	15	5	349	0	0	288	5	668					0
	8:45 AM	0	0	0	7	0	12	9	273	0	0	263	13	576					0
	VOLUMES	0	0	0	47	0	117	42	2,364	0	0	2,304	68	4,941	0	0	0	0	0
	APPROACH %	0%	0%	0%	29%	0%	71%	2%	98%	0%	0%	97%	3%						
	APP/DEPART	0	/	110	164	/	0	2,406	/	2,411	2,372	/	2,420	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	19	0	69	20	1,163	0	0	1,241	29	2,539					
	APPROACH %	0%	0%	0%	22%	0%	78%	2%	98%	0%	0%	98%	2%						
	PEAK HR FACTOR		0.000			0.875			0.907			0.897		0.977					
	APP/DEPART	0	/	49	88	/	0	1,183	/	1,182	1,269	/	1,309	0					
PM	4:00 PM	0	0	0	4	0	9	22	340	0	0	314	14	701					0
	4:15 PM	0	0	0	3	0	13	11	375	0	0	348	19	768					0
	4:30 PM	0	0	0	4	0	13	11	342	0	0	353	11	733					0
	4:45 PM	0	0	0	5	0	17	23	355	0	0	352	11	763					0
	5:00 PM	0	0	0	7	0	11	9	389	0	0	264	7	686					0
	5:15 PM	0	0	0	0	0	7	17	389	0	0	374	7	793					0
	5:30 PM	0	0	0	7	0	11	16	346	0	0	300	10	689					0
	5:45 PM	0	0	0	7	0	2	13	319	0	0	272	13	626					0
	VOLUMES	0	0	0	37	0	81	121	2,853	0	0	2,575	92	5,757	0	0	0	0	0
	APPROACH %	0%	0%	0%	31%	0%	69%	4%	96%	0%	0%	97%	3%						
	APP/DEPART	0	/	213	118	/	0	2,974	/	2,889	2,666	/	2,656	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	16	0	48	60	1,474	0	0	1,342	36	2,974					
	APPROACH %	0%	0%	0%	25%	0%	75%	4%	96%	0%	0%	97%	3%						
	PEAK HR FACTOR		0.000			0.716			0.947			0.905		0.938					
	APP/DEPART	0	/	96	63	/	0	1,534	/	1,490	1,378	/	1,389	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Four Seasons Blvd	LOCATION #:	2
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Four Seasons Blvd			SOUTHBOUND Four Seasons Blvd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	3	0	18	3	219	0	0	256	0	499	0	0	0	0	0
	7:15 AM	0	0	0	2	0	20	2	173	0	0	292	3	492	0	0	0	0	0
	7:30 AM	0	0	0	7	0	16	4	224	0	0	248	5	504	0	0	0	0	0
	7:45 AM	0	0	0	5	0	11	7	248	0	0	216	12	499	0	0	0	0	0
	8:00 AM	0	0	0	7	0	11	3	243	0	0	211	9	484	0	0	0	0	0
	8:15 AM	0	0	0	8	0	7	5	206	0	0	196	7	429	0	0	0	0	0
	8:30 AM	0	0	0	6	0	13	5	269	0	0	226	5	524	0	0	0	0	0
	8:45 AM	0	0	0	7	0	12	6	203	0	0	211	11	450	0	0	0	0	0
	VOLUMES	0	0	0	45	0	108	35	1,785	0	0	1,856	52	3,881	0	0	0	0	0
	APPROACH %	0%	0%	0%	29%	0%	71%	2%	98%	0%	0%	97%	3%						
	APP/DEPART	0	/	87	153	/	0	1,820	/	1,830	1,908	/	1,964	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	17	0	65	16	864	0	0	1,012	20	1,994	0	0	0	0	
	APPROACH %	0%	0%	0%	21%	0%	79%	2%	98%	0%	0%	98%	2%						
	PEAK HR FACTOR		0.000			0.891			0.863			0.875		0.989					
	APP/DEPART	0	/	36	82	/	0	880	/	881	1,032	/	1,077	0					
PM	4:00 PM	0	0	0	4	0	5	18	286	0	0	248	14	575	0	0	0	0	0
	4:15 PM	0	0	0	3	0	9	11	317	0	0	299	19	658	0	0	0	0	0
	4:30 PM	0	0	0	4	0	11	11	278	0	0	292	11	607	0	0	0	0	0
	4:45 PM	0	0	0	5	0	14	20	313	0	0	296	11	659	0	0	1	0	1
	5:00 PM	0	0	0	5	0	11	9	339	0	0	242	7	613	0	0	0	0	0
	5:15 PM	0	0	0	0	0	7	15	340	0	0	325	7	694	0	0	1	0	1
	5:30 PM	0	0	0	7	0	9	16	292	0	0	272	8	604	0	0	0	0	0
	5:45 PM	0	0	0	7	0	2	13	291	0	0	235	13	561	0	0	0	0	0
	VOLUMES	0	0	0	35	0	68	113	2,456	0	0	2,209	90	4,973	0	0	2	0	2
	APPROACH %	0%	0%	0%	34%	0%	66%	4%	96%	0%	0%	96%	4%						
	APP/DEPART	0	/	203	103	/	0	2,571	/	2,491	2,299	/	2,279	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	14	0	43	55	1,270	0	0	1,155	36	2,575	0	0	2	0	
	APPROACH %	0%	0%	0%	25%	0%	75%	4%	96%	0%	0%	97%	3%						
	PEAK HR FACTOR		0.000			0.750			0.932			0.897		0.926					
	APP/DEPART	0	/	91	57	/	0	1,327	/	1,284	1,191	/	1,200	0					

Four Seasons Blvd

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

Four Seasons Blvd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Four Seasons Blvd	LOCATION #:	2
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Four Seasons Blvd			SOUTHBOUND Four Seasons Blvd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	27	0	0	26	0	53	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	29	0	0	21	0	51	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	31	0	0	11	0	42	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	18	0	0	11	1	30	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	20	0	0	18	0	38	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	23	0	0	18	0	41	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	16	0	0	19	0	35	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	2	17	0	0	19	1	39	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	2	181	0	0	143	2	329	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	1%	99%	0%	0%	99%	1%						
	APP/DEPART	0	/	4	1	/	0	183	/	181	145	/	144	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	1	0	105	0	0	69	1	176	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	99%	1%						
	PEAK HR FACTOR		0.000			0.250			0.847			0.673		0.830					
	APP/DEPART	0	/	1	1	/	0	105	/	105	70	/	70	0					
PM	4:00 PM	0	0	0	0	0	1	1	27	0	0	17	0	46	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	0	15	0	0	18	0	34	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	22	0	0	23	0	46	0	0	0	0	0
	4:45 PM	0	0	0	0	0	2	2	10	0	0	16	0	30	0	0	0	0	0
	5:00 PM	0	0	0	1	0	0	0	19	0	0	7	0	27	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	1	21	0	0	17	0	39	0	0	0	0	0
	5:30 PM	0	0	0	0	0	1	0	22	0	0	9	1	33	0	0	1	0	1
	5:45 PM	0	0	0	0	0	0	0	11	0	0	8	0	19	0	0	0	0	0
	VOLUMES	0	0	0	1	0	6	4	147	0	0	115	1	275	0	0	1	0	1
	APPROACH %	0%	0%	0%	14%	0%	86%	3%	97%	0%	0%	99%	1%						
	APP/DEPART	0	/	5	7	/	0	152	/	148	116	/	122	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	1	0	3	3	72	0	0	63	0	142	0	0	0	0	
	APPROACH %	0%	0%	0%	25%	0%	75%	4%	96%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.500			0.852			0.685		0.772					
	APP/DEPART	0	/	3	4	/	0	75	/	73	63	/	66	0					

Four Seasons Blvd

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

Four Seasons Blvd

INTERSECTION TURNING MOVEMENT COUNTS

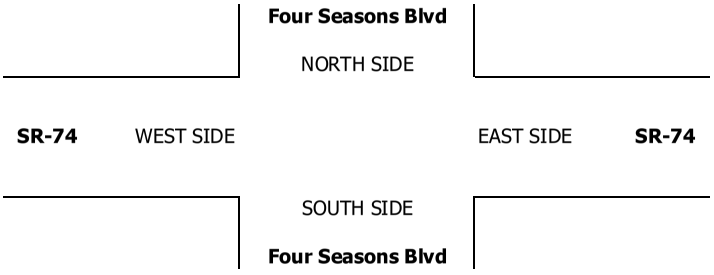
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Four Seasons Blvd	LOCATION #:	2
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Four Seasons Blvd			SOUTHBOUND Four Seasons Blvd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	0	6	0	0	2	1	10	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	6	0	0	4	0	10	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	7	0	0	2	0	9	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	2	0	0	5	0	7	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	4	0	0	5	0	9	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	4	0	0	4	0	8	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	32	0	0	25	1	59	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	96%	4%						
	APP/DEPART	0	/	1	1	/	0	32	/	32	26	/	26	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	1	0	20	0	0	10	1	32	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	91%	9%						
	PEAK HR FACTOR		0.000			0.250			0.714			0.688		0.800					
	APP/DEPART	0	/	1	1	/	0	20	/	20	11	/	11	0					
PM	4:00 PM	0	0	0	0	0	0	1	0	0	0	8	0	9	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	0	0	5	0	8	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	5	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	7	0	0	38	0	46	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	13%	88%	0%	0%	100%	0%						
	APP/DEPART	0	/	1	0	/	0	8	/	7	38	/	38	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	3	0	0	20	0	23	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.833		0.719					
	APP/DEPART	0	/	0	0	/	0	3	/	3	20	/	20	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Four Seasons Blvd	LOCATION #:	2
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

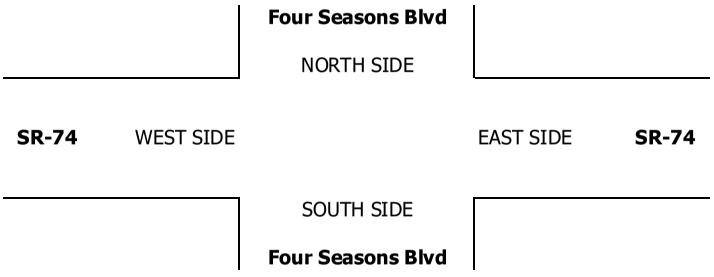
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Four Seasons Blvd			SOUTHBOUND Four Seasons Blvd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	4	0	0	5	0	9	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	6	0	0	5	0	11	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	11	0	0	7	1	19	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	6	0	0	10	0	16	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	6	0	0	7	1	14	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	8	0	0	3	1	13	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	12	0	0	7	0	19	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	8	0	0	5	0	13	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	61	0	0	49	3	114	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	94%	6%						
	APP/DEPART	0	/	3	1	/	0	61	/	61	52	/	50	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	27	0	0	27	1	55	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	96%	4%						
	PEAK HR FACTOR		0.000			0.000			0.614			0.700		0.724					
	APP/DEPART	0	/	1	0	/	0	27	/	27	28	/	27	0					
PM	4:00 PM	0	0	0	0	0	0	0	3	0	0	6	0	9	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	7	0	0	6	0	13	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	7	0	0	4	0	11	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	0	0	6	0	9	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	5	0	0	1	0	6	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	5	0	0	2	0	7	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	36	0	0	31	0	67	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	36	/	36	31	/	31	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	18	0	0	14	0	32	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.643			0.583		0.727					
	APP/DEPART	0	/	0	0	/	0	18	/	18	14	/	14	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Four Seasons Blvd	LOCATION #:	2
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Four Seasons Blvd			SOUTHBOUND Four Seasons Blvd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					

Four Seasons Blvd

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

Four Seasons Blvd

INTERSECTION TURNING MOVEMENT COUNTS

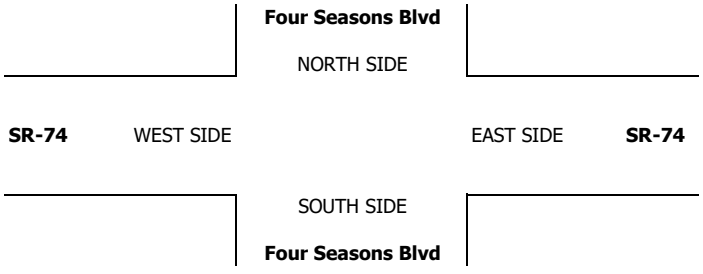
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Four Seasons Blvd	LOCATION #:	2
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Four Seasons Blvd			SOUTHBOUND Four Seasons Blvd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	0	0	0	4	0	0	5	1	11	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	2	4	0	0	2	0	8	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	5	0	0	3	0	8	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	0	6	0	0	1	0	8	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0
	VOLUMES	0	0	0	1	0	1	2	30	0	0	18	1	53	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	0%	50%	6%	94%	0%	0%	95%	5%						
	APP/DEPART	0	/	3	2	/	0	32	/	31	19	/	19	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	1	0	0	2	10	0	0	12	1	26	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	17%	83%	0%	0%	92%	8%						
	PEAK HR FACTOR		0.000			0.250			0.500			0.542		0.591					
	APP/DEPART	0	/	3	1	/	0	12	/	11	13	/	12	0					
PM	4:00 PM	0	0	0	0	0	1	0	2	0	0	3	0	6	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	0	5	0	0	0	0	6	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	6	0	0	2	0	8	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	4	0	0	1	0	5	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	VOLUMES	0	0	0	0	0	2	0	26	0	0	11	0	39	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	2	/	0	26	/	26	11	/	13	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	18	0	0	4	0	22	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.750			0.500		0.688					
	APP/DEPART	0	/	0	0	/	0	18	/	18	4	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

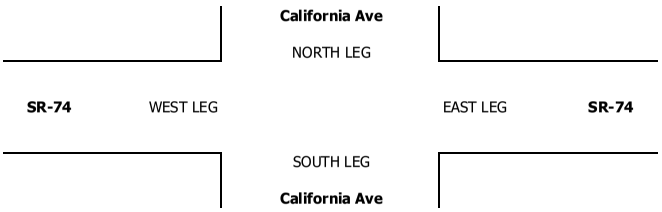
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
Tue, Sep 10, 24	NORTH & SOUTH:	California Ave	LOCATION #:	3
	EAST & WEST:	SR-74	CONTROL:	SIGNAL

NOTES:

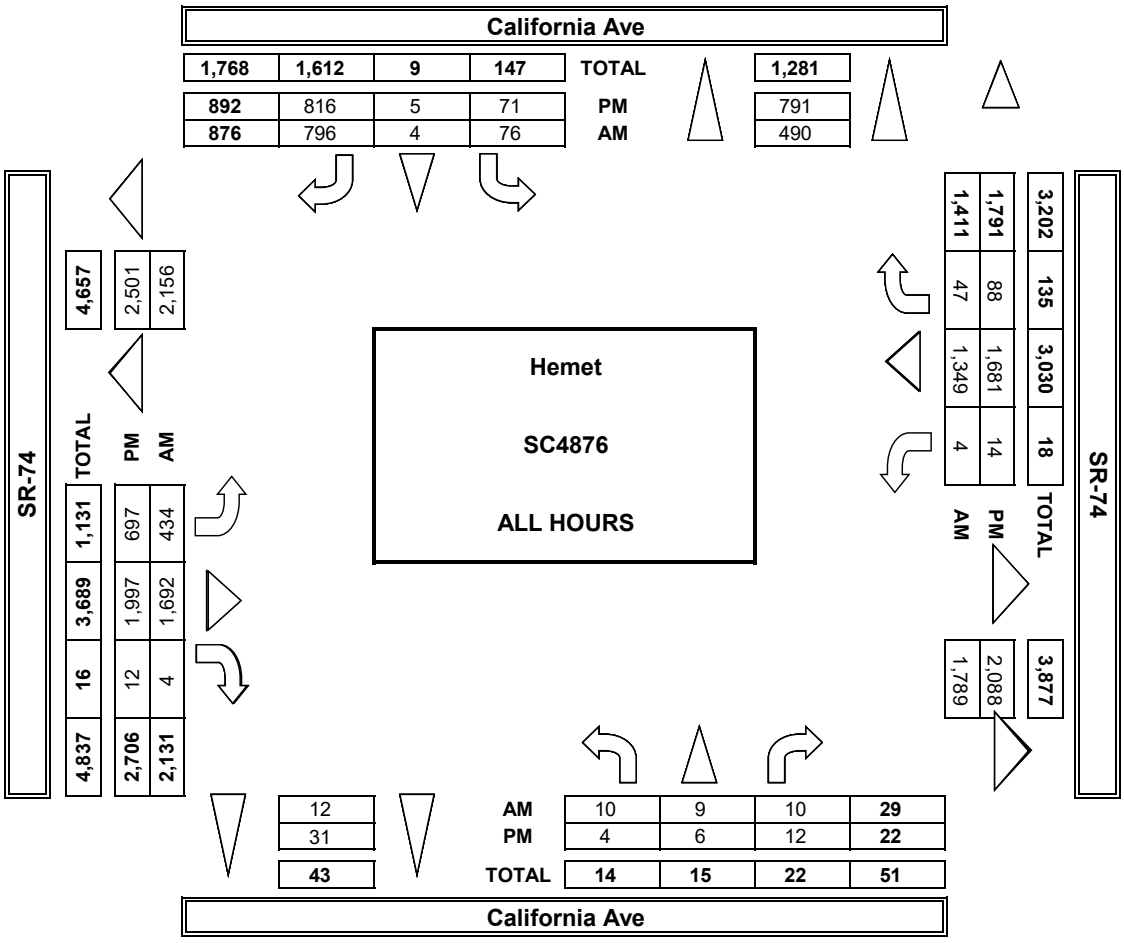
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

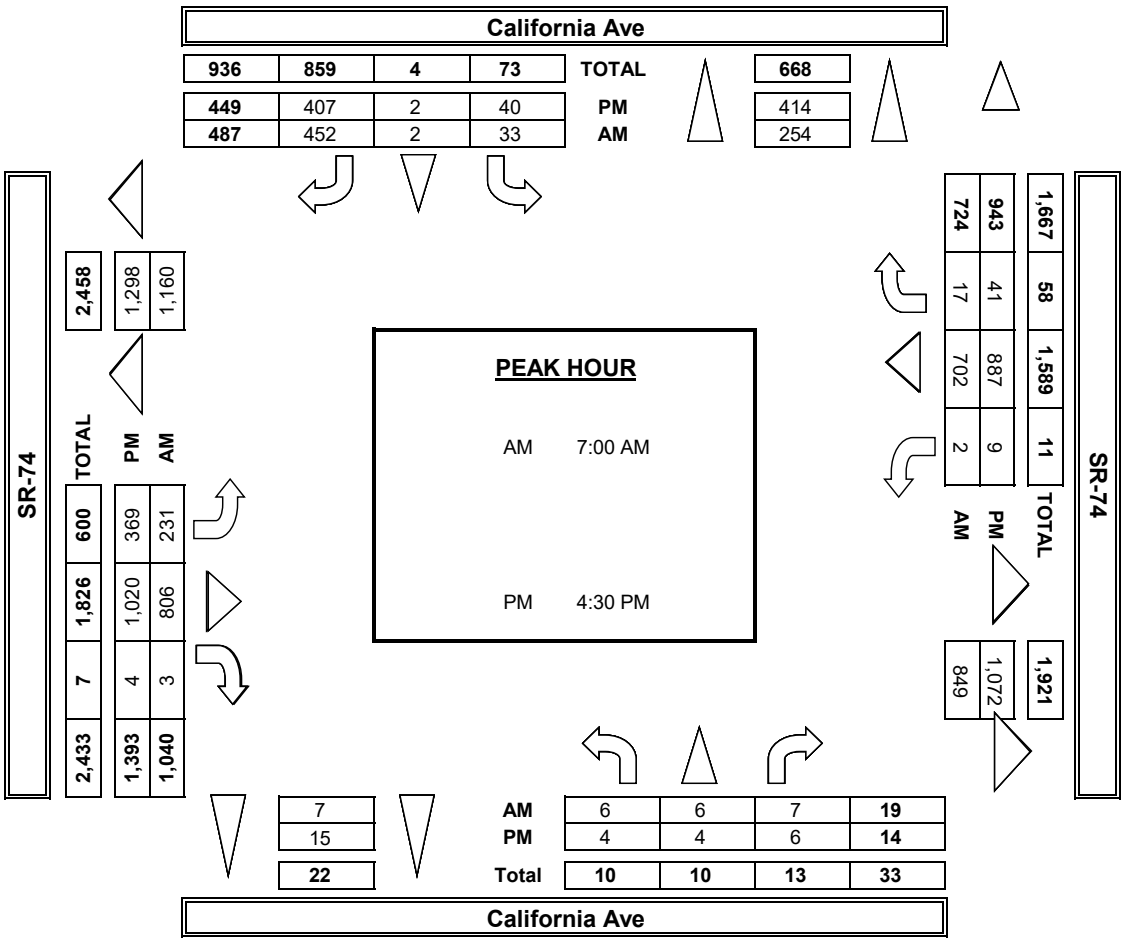
		NORTHBOUND California Ave			SOUTHBOUND California Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL 0
AM	7:00 AM	0	2	0	6	1	138	59	205	0	0	158	4	573	0	0	0	0	0
	7:15 AM	2	2	1	6	0	112	49	158	0	0	213	4	547	0	0	0	0	0
	7:30 AM	2	1	4	12	0	113	59	219	3	1	168	2	584	0	0	0	0	0
	7:45 AM	2	1	2	9	1	89	64	224	0	1	163	7	563	0	0	0	3	3
	8:00 AM	2	2	1	11	0	88	61	221	0	1	163	7	557	0	0	1	1	2
	8:15 AM	1	1	1	17	1	81	53	197	0	0	146	7	505	0	0	0	1	1
	8:30 AM	0	0	1	5	0	105	50	262	1	0	158	8	590	0	0	0	4	4
	8:45 AM	1	0	0	10	1	70	39	206	0	1	180	8	516	0	0	0	2	2
	VOLUMES	10	9	10	76	4	796	434	1,692	4	4	1,349	47	4,447	0	0	1	11	12
	APPROACH %	34%	31%	34%	9%	0%	91%	20%	79%	0%	0%	96%	3%						
	APP/DEPART	29	/	490	876	/	12	2,131	/	1,789	1,411	/	2,156	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	6	6	7	33	2	452	231	806	3	2	702	17	2,270	0	0	0	3	
	APPROACH %	32%	32%	37%	7%	0%	93%	22%	78%	0%	0%	97%	2%						
	PEAK HR FACTOR		0.679			0.840			0.903			0.834		0.972					
	APP/DEPART	19	/	254	487	/	7	1,040	/	849	724	/	1,160	0					
PM	4:00 PM	0	1	3	15	1	105	77	245	0	2	191	12	652	0	0	0	2	2
	4:15 PM	0	0	0	5	1	116	91	257	1	2	228	12	713	0	0	0	0	0
	4:30 PM	0	1	2	11	1	97	78	235	0	3	240	7	675	0	0	0	3	3
	4:45 PM	2	0	2	9	0	100	96	244	0	2	234	13	702	0	0	0	0	0
	5:00 PM	0	1	2	13	1	112	108	264	0	2	154	11	668	0	0	0	3	3
	5:15 PM	2	2	0	7	0	98	87	277	4	2	259	10	748	0	0	0	0	0
	5:30 PM	0	0	2	7	0	107	79	246	4	1	189	12	647	0	0	0	0	0
	5:45 PM	0	1	1	4	1	81	81	229	3	0	186	11	598	0	0	0	0	0
	VOLUMES	4	6	12	71	5	816	697	1,997	12	14	1,681	88	5,411	0	0	0	8	8
	APPROACH %	18%	27%	55%	8%	1%	91%	26%	74%	0%	1%	94%	5%						
	APP/DEPART	22	/	791	892	/	31	2,706	/	2,088	1,791	/	2,501	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	4	4	6	40	2	407	369	1,020	4	9	887	41	2,799	0	0	0	6	
	APPROACH %	29%	29%	43%	9%	0%	91%	26%	73%	0%	1%	94%	4%						
	PEAK HR FACTOR		0.875			0.891			0.936			0.870		0.935					
	APP/DEPART	14	/	414	449	/	15	1,393	/	1,072	943	/	1,298	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	California Ave	LOCATION #:	3
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N
	Factor	1	1.5	2	3	2	2			PM	◄ W	E ►
										MD		
										OTHER		S ▼
										OTHER		

		NORTHBOUND California Ave			SOUTHBOUND California Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	6	1	152	64	233	0	0	177	4	638					0
	7:15 AM	2	2	1	6	0	120	53	182	0	0	232	5	602					0
	7:30 AM	2	1	4	13	0	118	64	260	3	1	190	2	657					0
	7:45 AM	2	1	2	9	1	99	73	248	0	1	184	9	627					0
	8:00 AM	2	2	1	11	0	94	67	245	0	1	191	7	619					0
	8:15 AM	1	1	1	18	1	86	60	223	0	0	162	7	559					0
	8:30 AM	0	0	1	5	0	119	58	297	1	0	174	9	662					0
	8:45 AM	2	0	0	10	1	74	48	232	0	1	200	9	576					0
	VOLUMES	11	9	10	78	4	858	485	1,917	4	4	1,508	51	4,938	0	0	0	0	0
	APPROACH %	36%	31%	34%	8%	0%	91%	20%	80%	0%	0%	96%	3%						
	APP/DEPART	30	/	545	940	/	12	2,406	/	2,004	1,563	/	2,377	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	6	6	7	34	2	487	253	922	3	2	782	20	2,523					
	APPROACH %	32%	32%	37%	6%	0%	93%	21%	78%	0%	0%	97%	2%						
	PEAK HR FACTOR		0.679			0.824			0.902			0.849		0.961					
	APP/DEPART	19	/	279	523	/	7	1,178	/	962	804	/	1,275	0					
PM	4:00 PM	0	1	3	17	1	114	87	257	0	3	214	13	708					0
	4:15 PM	0	0	0	6	1	123	99	278	1	2	245	12	765					0
	4:30 PM	0	1	2	11	1	102	80	263	0	3	262	7	732					0
	4:45 PM	2	0	2	9	0	105	99	261	0	2	257	14	750					0
	5:00 PM	0	1	3	13	1	115	118	278	0	2	161	11	701					0
	5:15 PM	2	2	0	7	0	101	91	294	4	2	278	10	790					0
	5:30 PM	0	0	2	8	0	111	82	268	4	1	198	13	685					0
	5:45 PM	0	1	1	4	1	88	83	240	3	0	198	11	629					0
	VOLUMES	4	6	13	74	5	857	736	2,138	12	15	1,811	90	5,758	0	0	0	0	0
	APPROACH %	18%	27%	56%	8%	1%	92%	26%	74%	0%	1%	95%	5%						
	APP/DEPART	23	/	832	935	/	32	2,886	/	2,224	1,915	/	2,671	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	4	4	7	40	2	422	387	1,096	4	9	957	42	2,972					
	APPROACH %	28%	28%	45%	9%	0%	91%	26%	74%	0%	1%	95%	4%						
	PEAK HR FACTOR		0.906			0.899			0.941			0.868		0.941					
	APP/DEPART	15	/	433	464	/	15	1,487	/	1,142	1,007	/	1,383	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

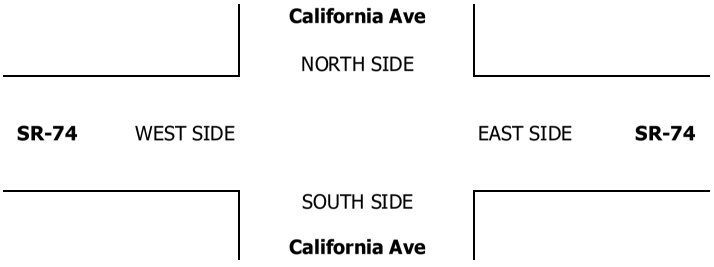
DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	California Ave	LOCATION #:	3
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND California Ave			SOUTHBOUND California Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	1	0	1	0	1	1	2	0	1	2	0						
AM																		
7:00 AM	0	2	0	6	1	119	54	168	0	0	137	4	491	0	0	0	0	0
7:15 AM	2	2	1	6	0	103	42	129	0	0	190	3	478	0	0	0	0	0
7:30 AM	2	1	4	11	0	106	52	176	3	1	151	2	509	0	0	0	0	0
7:45 AM	2	1	2	9	1	82	55	198	0	1	144	6	501	0	0	0	3	3
8:00 AM	2	2	1	11	0	81	56	193	0	1	136	7	490	0	0	1	1	2
8:15 AM	1	1	1	15	1	75	42	172	0	0	127	7	442	0	0	0	1	1
8:30 AM	0	0	1	5	0	89	44	230	1	0	142	7	519	0	0	0	3	3
8:45 AM	0	0	0	10	1	63	33	177	0	1	159	7	451	0	0	0	1	1
VOLUMES	9	9	10	73	4	718	378	1,443	4	4	1,186	43	3,891	0	0	1	9	10
APPROACH %	32%	32%	36%	9%	1%	90%	21%	79%	0%	0%	95%	3%						
APP/DEPART	28	/	430	795	/	12	1,826	/	1,535	1,242	/	1,914	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	6	6	7	32	2	410	203	671	3	2	622	15	1,982	0	0	0	3	
APPROACH %	32%	32%	37%	7%	0%	92%	23%	77%	0%	0%	97%	2%						
PEAK HR FACTOR		0.679			0.881			0.867			0.832		0.973					
APP/DEPART	19	/	224	444	/	7	877	/	713	642	/	1,038	0					
PM																		
4:00 PM	0	1	3	13	1	96	62	228	0	1	166	11	582	0	0	0	2	2
4:15 PM	0	0	0	4	1	106	80	239	1	2	212	12	657	0	0	0	0	0
4:30 PM	0	1	2	11	1	89	74	205	0	3	214	7	607	0	0	0	3	3
4:45 PM	2	0	2	9	0	93	90	228	0	2	212	12	650	0	0	0	0	0
5:00 PM	0	1	1	13	1	107	95	249	0	2	147	11	627	0	0	0	3	3
5:15 PM	2	2	0	7	0	95	80	256	4	2	235	10	693	0	0	0	0	0
5:30 PM	0	0	2	6	0	102	74	221	4	1	178	11	599	0	0	0	0	0
5:45 PM	0	1	1	4	1	72	78	217	3	0	176	11	564	0	0	0	0	0
VOLUMES	4	6	11	67	5	760	633	1,843	12	13	1,540	85	4,987	0	0	0	8	8
APPROACH %	19%	29%	52%	8%	1%	91%	25%	74%	0%	1%	94%	5%						
APP/DEPART	21	/	724	832	/	30	2,488	/	1,929	1,646	/	2,304	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	4	4	5	40	2	384	339	938	4	9	808	40	2,583	0	0	0	6	
APPROACH %	31%	31%	38%	9%	0%	90%	26%	73%	0%	1%	94%	5%						
PEAK HR FACTOR		0.813			0.880			0.931			0.873		0.932					
APP/DEPART	13	/	383	426	/	15	1,281	/	989	863	/	1,196	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	California Ave	LOCATION #:	3
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

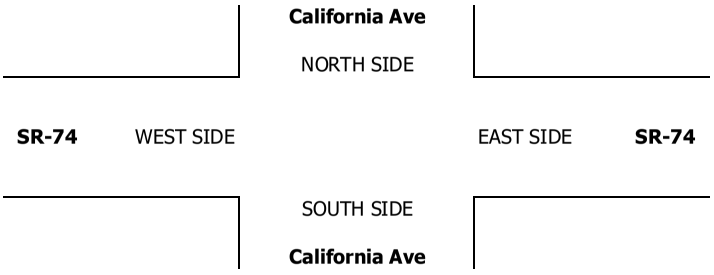
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND California Ave			SOUTHBOUND California Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	15	3	24	0	0	11	0	53	0	0	0	0	0
	7:15 AM	0	0	0	0	0	5	6	23	0	0	16	1	51	0	0	0	0	0
	7:30 AM	0	0	0	1	0	5	6	25	0	0	6	0	43	0	0	0	0	0
	7:45 AM	0	0	0	0	0	3	3	15	0	0	9	0	30	0	0	0	0	0
	8:00 AM	0	0	0	0	0	5	1	19	0	0	13	0	38	0	0	0	0	0
	8:15 AM	0	0	0	2	0	5	10	13	0	0	13	0	43	0	0	0	0	0
	8:30 AM	0	0	0	0	0	11	3	13	0	0	8	1	36	0	0	0	1	1
	8:45 AM	1	0	0	0	0	7	2	15	0	0	12	0	37	0	0	0	1	1
	VOLUMES	1	0	0	3	0	56	34	147	0	0	88	2	333	0	0	0	2	2
	APPROACH %	100%	0%	0%	5%	0%	95%	19%	81%	0%	0%	96%	2%						
	APP/DEPART	1	/	36	59	/	0	181	/	152	92	/	145	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	1	0	28	18	87	0	0	42	1	177	0	0	0	0	
	APPROACH %	0%	0%	0%	3%	0%	97%	17%	83%	0%	0%	98%	2%						
	PEAK HR FACTOR		0.000			0.483			0.847			0.632		0.835					
	APP/DEPART	0	/	19	29	/	0	105	/	88	43	/	70	0					
PM	4:00 PM	0	0	0	1	0	5	13	14	0	1	12	1	47	0	0	0	0	0
	4:15 PM	0	0	0	1	0	9	9	6	0	0	9	0	34	0	0	0	0	0
	4:30 PM	0	0	0	0	0	6	4	18	0	0	17	0	45	0	0	0	0	0
	4:45 PM	0	0	0	0	0	5	6	4	0	0	11	1	27	0	0	0	0	0
	5:00 PM	0	0	1	0	0	4	11	9	0	0	3	0	28	0	0	0	0	0
	5:15 PM	0	0	0	0	0	1	7	14	0	0	16	0	38	0	0	0	0	0
	5:30 PM	0	0	0	1	0	4	5	17	0	0	6	1	34	0	0	0	0	0
	5:45 PM	0	0	0	0	0	5	3	8	0	0	3	0	19	0	0	0	0	0
	VOLUMES	0	0	1	3	0	39	58	90	0	1	77	3	272	0	0	0	0	0
	APPROACH %	0%	0%	100%	7%	0%	93%	39%	61%	0%	1%	95%	4%						
	APP/DEPART	1	/	61	42	/	1	148	/	94	81	/	116	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	1	0	0	16	28	45	0	0	47	1	138	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	0%	100%	38%	62%	0%	0%	98%	2%						
	PEAK HR FACTOR		0.250			0.667			0.830			0.706		0.767					
	APP/DEPART	1	/	29	16	/	0	73	/	46	48	/	63	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	California Ave	LOCATION #:	3
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

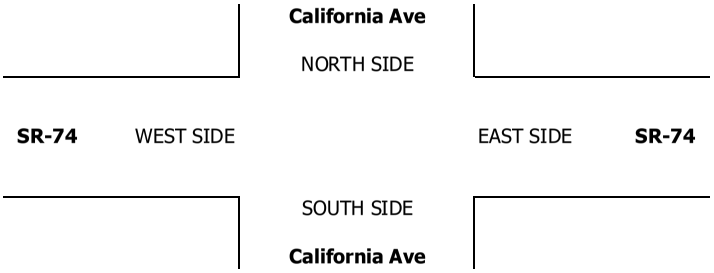
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND California Ave			SOUTHBOUND California Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	1	5	0	0	2	0	9	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	1	0	0	0	1	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	0	6	0	0	3	0	10	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	3	4	0	0	2	0	9	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	2	0	0	0	5	0	7	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	2	0	4	0	0	3	0	9	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	4	0	0	4	1	9	0	0	0	0	0
	VOLUMES	0	0	0	0	0	5	7	25	0	0	21	1	59	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	22%	78%	0%	0%	95%	5%						
	APP/DEPART	0	/	8	5	/	0	32	/	25	22	/	26	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	3	5	15	0	0	8	0	31	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	25%	75%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.750			0.714			0.667		0.775					
	APP/DEPART	0	/	5	3	/	0	20	/	15	8	/	11	0					
PM	4:00 PM	0	0	0	0	0	1	0	0	0	0	7	0	8	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	2	0	0	0	0	4	0	6	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	0	3	0	0	4	0	8	0	0	0	0	0
	5:00 PM	0	0	0	0	0	1	0	0	0	0	2	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	2	0	0	0	0	4	0	6	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	5	0	0	0	0	0
	5:45 PM	0	0	0	0	0	3	0	0	0	0	2	0	5	0	0	0	0	0
	VOLUMES	0	0	0	0	0	10	0	7	0	0	28	0	45	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	10	/	0	7	/	7	28	/	38	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	6	0	3	0	0	14	0	23	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.750			0.250			0.875		0.719					
	APP/DEPART	0	/	0	6	/	0	3	/	3	14	/	20	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	California Ave	LOCATION #:	3
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

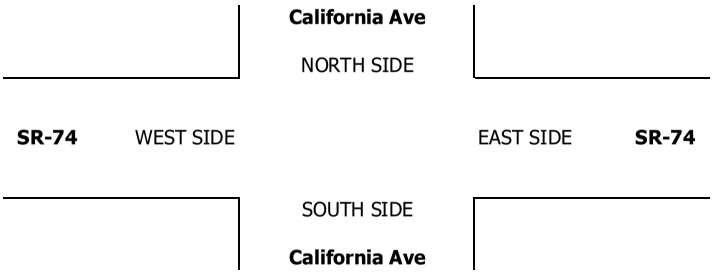
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND California Ave			SOUTHBOUND California Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	2	1	3	0	0	3	0	9	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	6	0	0	4	0	11	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	10	0	0	8	0	19	0	0	0	0	0
	7:45 AM	0	0	0	0	0	4	1	5	0	0	6	1	17	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	1	5	0	0	7	0	14	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	1	7	0	0	3	0	12	0	0	0	0	0
	8:30 AM	0	0	0	0	0	3	3	9	0	0	4	0	19	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	4	4	0	0	5	0	13	0	0	0	0	0
	VOLUMES	0	0	0	0	0	12	12	49	0	0	40	1	114	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	20%	80%	0%	0%	98%	2%						
	APP/DEPART	0	/	13	12	/	0	61	/	49	41	/	52	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	7	3	24	0	0	21	1	56	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	11%	89%	0%	0%	95%	5%						
	PEAK HR FACTOR		0.000			0.438			0.614			0.688		0.737					
	APP/DEPART	0	/	4	7	/	0	27	/	24	22	/	28	0					
PM	4:00 PM	0	0	0	0	0	2	1	2	0	0	4	0	9	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	1	6	0	0	5	0	13	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	7	0	0	4	0	11	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	0	0	6	0	9	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	2	3	0	0	1	0	6	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
	5:30 PM	0	0	0	0	0	1	0	5	0	0	1	0	7	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
	VOLUMES	0	0	0	0	0	4	4	32	0	0	27	0	67	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	11%	89%	0%	0%	100%	0%						
	APP/DEPART	0	/	4	4	/	0	36	/	32	27	/	31	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	2	16	0	0	14	0	32	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	11%	89%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.643			0.583		0.727					
	APP/DEPART	0	/	2	0	/	0	18	/	16	14	/	14	0					



INTERSECTION TURNING MOVEMENT COUNTS

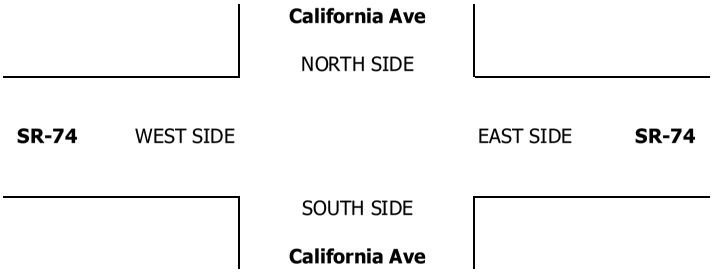
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	California Ave	LOCATION #:	3
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND California Ave			SOUTHBOUND California Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					



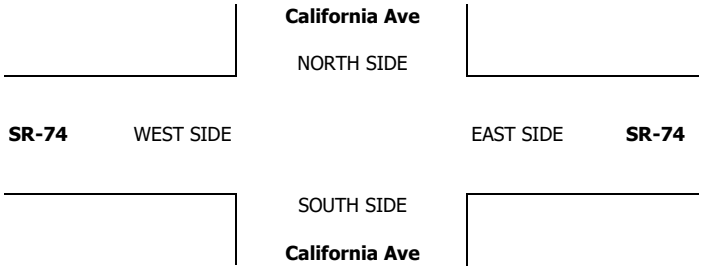
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	California Ave	LOCATION #:	3
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM		▲ N	
BUSES		PM	◄ W		E ►
		MD			
		OTHER		S ▼	
		OTHER			

		NORTHBOUND California Ave			SOUTHBOUND California Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	0	5	0	0	5	0	11	0	0	0	0	0
	7:15 AM	0	0	0	0	0	2	0	0	0	0	2	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	0	2	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	2	2	0	0	2	0	6	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	1	4	0	0	2	0	8	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	6	0	0	1	0	7	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0
	VOLUMES	0	0	0	0	0	5	3	28	0	0	14	0	50	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	10%	90%	0%	0%	100%	0%						
	APP/DEPART	0	/	3	5	/	0	31	/	28	14	/	19	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	4	2	9	0	0	9	0	24	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	18%	82%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.500			0.550			0.450		0.545					
	APP/DEPART	0	/	2	4	/	0	11	/	9	9	/	13	0					
PM	4:00 PM	0	0	0	1	0	1	1	1	0	0	2	0	6	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	1	4	0	0	0	0	5	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	0	6	0	0	1	0	8	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	4	0	0	1	0	5	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	1	0	0	0	0	2	0	3	0	0	0	0	0
	VOLUMES	0	0	0	1	0	3	2	24	0	0	8	0	38	0	0	0	0	0
	APPROACH %	0%	0%	0%	25%	0%	75%	8%	92%	0%	0%	100%	0%						
	APP/DEPART	0	/	2	4	/	0	26	/	25	8	/	11	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	1	0	18	0	0	3	0	22	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.750			0.750		0.688					
	APP/DEPART	0	/	0	1	/	0	18	/	18	3	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
Tue, Sep 10, 24	NORTH & SOUTH:	Warren Rd	LOCATION #:	4
	EAST & WEST:	SR-74	CONTROL:	SIGNAL

NOTES:

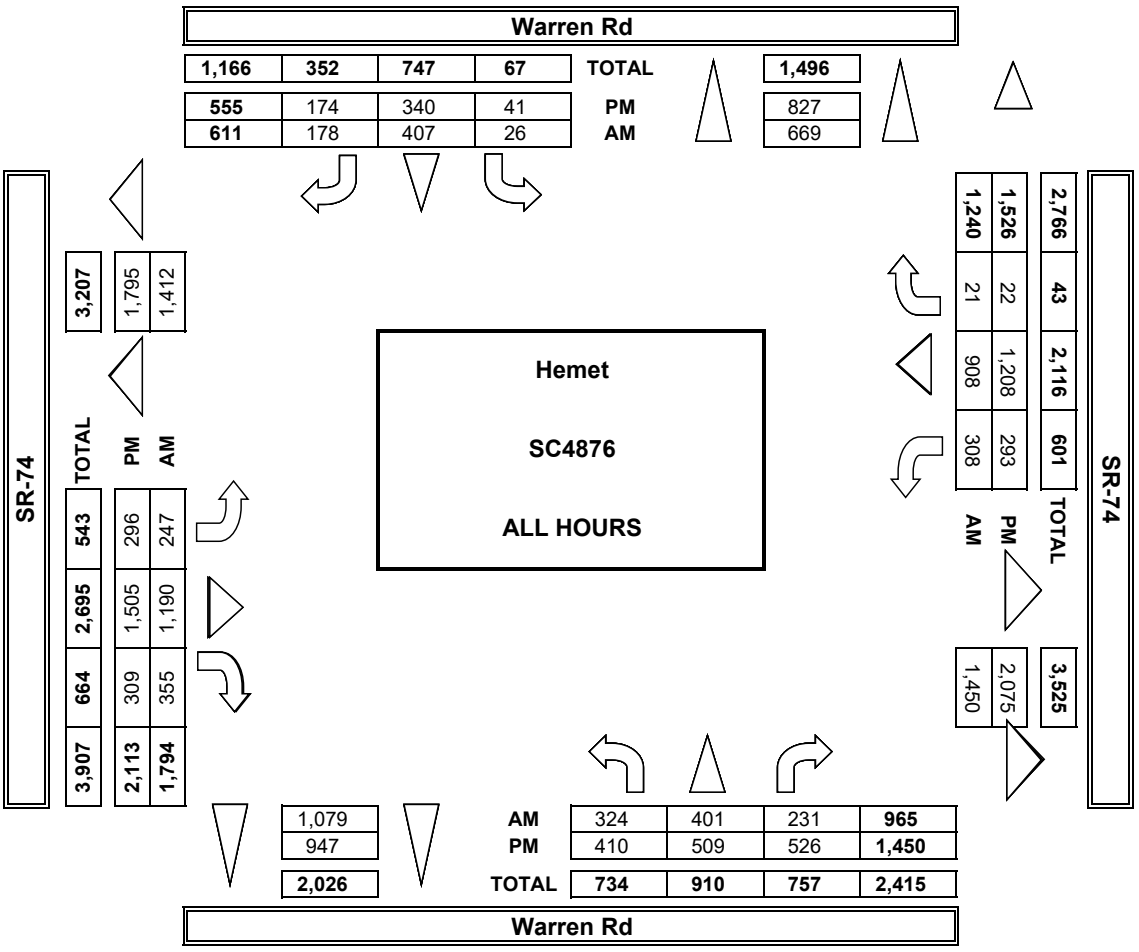
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

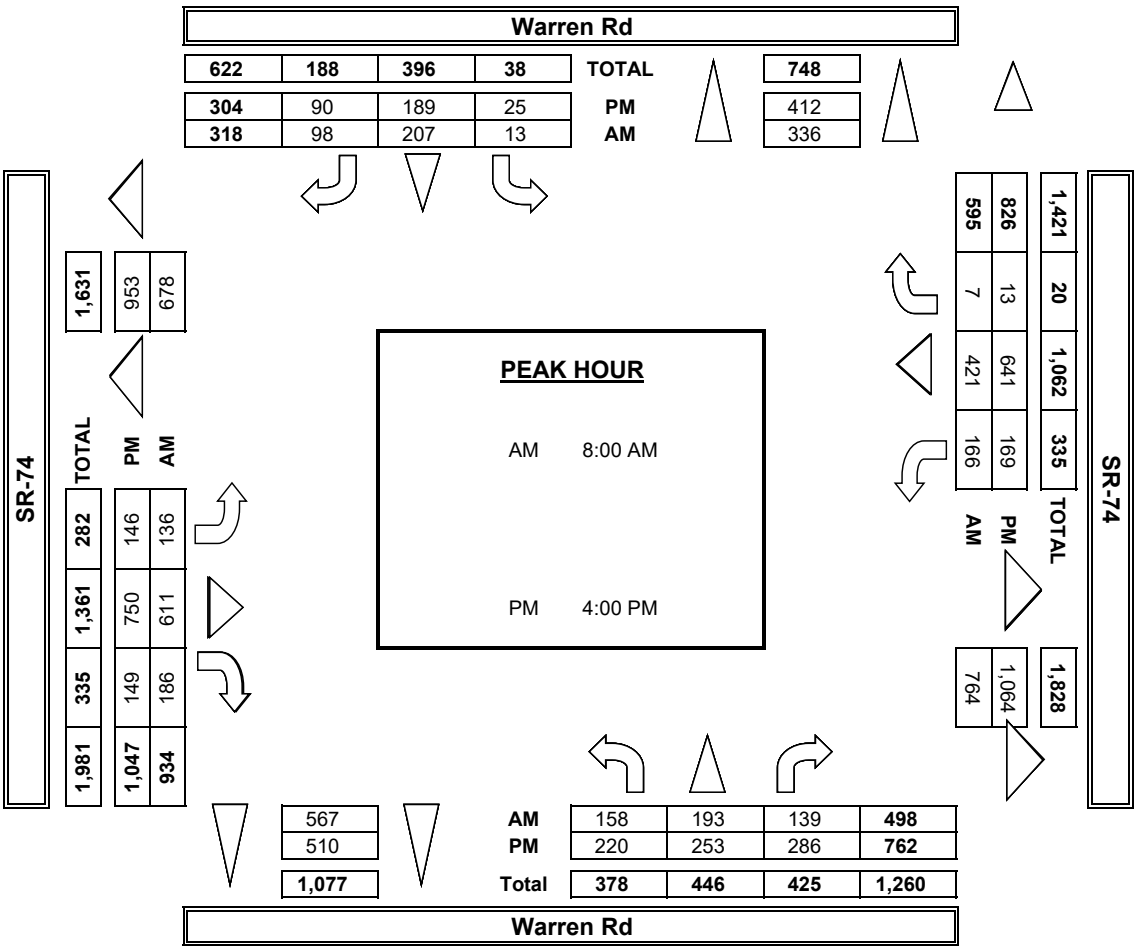
		NORTHBOUND Warren Rd			SOUTHBOUND Warren Rd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	40	49	21	4	56	16	32	140	42	36	114	1	551	0	0	0	2	2
	7:15 AM	49	60	20	1	51	23	25	106	31	38	145	4	553	1	0	0	0	1
	7:30 AM	41	58	24	4	47	17	21	164	51	38	108	4	577	0	0	0	0	0
	7:45 AM	36	41	27	4	46	24	33	169	45	30	120	5	580	0	0	1	0	1
	8:00 AM	45	40	31	4	64	21	37	147	53	44	100	1	587	3	0	0	0	3
	8:15 AM	36	46	37	5	48	29	30	150	43	36	104	3	567	2	0	0	0	2
	8:30 AM	43	57	35	2	57	21	30	170	42	38	96	1	592	1	0	0	1	2
	8:45 AM	34	50	36	2	38	27	39	144	48	48	121	2	589	2	0	1	0	3
	VOLUMES	324	401	231	26	407	178	247	1,190	355	308	908	21	4,610	9	0	2	3	14
	APPROACH %	34%	42%	24%	4%	67%	29%	14%	66%	20%	25%	73%	2%						
	APP/DEPART	965	/	669	611	/	1,079	1,794	/	1,450	1,240	/	1,412	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	158	193	139	13	207	98	136	611	186	166	421	7	2,345	8	0	1	1	
	APPROACH %	32%	39%	28%	4%	65%	31%	15%	65%	20%	28%	71%	1%						
	PEAK HR FACTOR		0.915			0.893			0.965			0.870		0.987					
	APP/DEPART	498	/	336	318	/	567	934	/	764	595	/	678	0					
PM	4:00 PM	45	68	84	4	55	17	36	156	40	50	147	6	708	1	0	1	1	3
	4:15 PM	66	63	66	9	47	22	35	212	40	40	174	2	776	0	0	1	0	1
	4:30 PM	55	61	78	6	47	22	36	188	33	33	171	2	732	1	0	0	1	2
	4:45 PM	54	61	58	6	40	29	39	194	36	46	149	3	715	1	0	0	1	2
	5:00 PM	58	64	65	3	35	23	29	194	39	29	132	2	673	1	0	0	0	1
	5:15 PM	55	66	80	6	44	13	42	224	30	36	174	0	770	0	0	1	0	1
	5:30 PM	41	60	49	2	38	27	45	174	40	33	138	1	648	1	0	0	0	1
	5:45 PM	36	66	46	5	34	21	34	163	51	26	123	6	611	0	0	0	0	0
	VOLUMES	410	509	526	41	340	174	296	1,505	309	293	1,208	22	5,644	5	0	3	3	11
	APPROACH %	28%	35%	36%	7%	61%	31%	14%	71%	15%	19%	79%	1%						
	APP/DEPART	1,450	/	827	555	/	947	2,113	/	2,075	1,526	/	1,795	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	220	253	286	25	189	90	146	750	149	169	641	13	2,939	3	0	2	3	
	APPROACH %	29%	33%	38%	8%	62%	30%	14%	72%	14%	20%	78%	2%						
	PEAK HR FACTOR		0.962			0.974			0.909			0.956		0.946					
	APP/DEPART	762	/	412	304	/	510	1,047	/	1,064	826	/	953	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

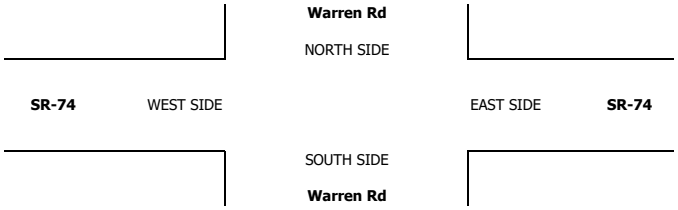
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Warren Rd	LOCATION #:	4
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

	NOTES:									
PCE Adjusted	Class	1	2	3	4	5	6			AM PM MD OTHER OTHER
	Factor	1	1.5	2	3	2	2			

▲ N ◄ W E ► S ▼

		NORTHBOUND Warren Rd			SOUTHBOUND Warren Rd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	45	54	23	4	64	17	35	160	48	39	129	1	617					0
	7:15 AM	53	65	24	1	59	24	30	121	34	39	164	5	616					0
	7:30 AM	43	69	25	4	52	22	25	192	63	41	123	4	662					0
	7:45 AM	39	46	29	5	51	27	43	181	52	31	138	5	644					0
	8:00 AM	46	43	34	4	68	34	42	166	56	45	120	3	660					0
	8:15 AM	40	50	39	6	55	35	39	166	45	37	113	4	626					0
	8:30 AM	47	67	38	3	58	26	39	193	49	41	107	1	666					0
	8:45 AM	36	58	39	3	46	30	44	162	51	51	131	2	651					0
	VOLUMES	348	451	249	28	452	213	295	1,341	396	322	1,023	24	5,140	0	0	0	0	0
	APPROACH %	33%	43%	24%	4%	65%	31%	15%	66%	19%	24%	75%	2%						
	APP/DEPART	1,047	/	770	692	/	1,170	2,032	/	1,618	1,369	/	1,583	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	168	217	149	15	226	124	163	687	200	174	471	10	2,601					
	APPROACH %	31%	41%	28%	4%	62%	34%	16%	65%	19%	27%	72%	1%						
	PEAK HR FACTOR		0.884			0.858			0.937			0.888		0.977					
	APP/DEPART	534	/	390	364	/	600	1,050	/	850	654	/	762	0					
PM	4:00 PM	49	71	86	4	59	20	41	165	43	51	167	6	761					0
	4:15 PM	68	66	70	10	48	25	39	228	41	42	189	2	826					0
	4:30 PM	57	64	82	6	51	28	49	206	34	33	186	2	796					0
	4:45 PM	56	65	63	6	41	41	42	207	38	47	155	3	762					0
	5:00 PM	59	68	65	3	39	25	36	202	40	30	141	2	708					0
	5:15 PM	58	68	84	6	45	17	46	239	32	36	185	0	815					0
	5:30 PM	42	62	49	3	43	29	51	189	43	34	146	1	690					0
	5:45 PM	37	68	48	5	35	28	43	167	52	29	131	7	647					0
	VOLUMES	425	531	545	43	360	213	344	1,601	321	301	1,299	23	6,004	0	0	0	0	0
	APPROACH %	28%	35%	36%	7%	58%	35%	15%	71%	14%	19%	80%	1%						
	APP/DEPART	1,500	/	897	616	/	982	2,266	/	2,188	1,622	/	1,937	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	230	266	300	26	199	114	170	806	155	172	697	13	3,145					
	APPROACH %	29%	33%	38%	8%	59%	34%	15%	71%	14%	20%	79%	1%						
	PEAK HR FACTOR		0.964			0.962			0.919			0.948		0.952					
	APP/DEPART	795	/	448	339	/	526	1,130	/	1,131	882	/	1,040	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

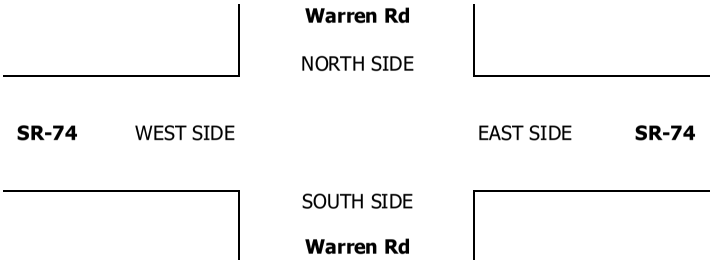
DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Warren Rd	LOCATION #:	4
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Warren Rd			SOUTHBOUND Warren Rd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	36	43	18	4	48	15	26	113	33	32	94	1	463	0	0	0	1	1
	7:15 AM	45	52	16	1	44	21	22	86	28	37	125	3	480	1	0	0	0	1
	7:30 AM	40	47	23	4	37	14	16	132	36	33	96	4	482	0	0	0	0	0
	7:45 AM	32	36	23	3	40	21	25	153	39	29	103	5	509	0	0	1	0	1
	8:00 AM	43	35	28	4	59	13	33	123	48	42	77	0	505	3	0	0	0	3
	8:15 AM	32	41	36	4	41	22	22	132	39	34	92	2	497	2	0	0	0	2
	8:30 AM	38	49	33	1	55	18	23	147	35	36	84	1	520	1	0	0	1	2
	8:45 AM	31	44	31	1	32	24	32	122	45	45	111	2	520	2	0	1	0	3
	VOLUMES	297	347	208	22	356	148	199	1,008	303	288	782	18	3,989	9	0	2	2	13
	APPROACH %	34%	40%	24%	4%	68%	28%	13%	67%	20%	26%	72%	2%						
	APP/DEPART	861	/	564	526	/	956	1,512	/	1,240	1,090	/	1,229	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	144	169	128	10	187	77	110	524	167	157	364	5	2,052	8	0	1	1	
	APPROACH %	32%	38%	29%	4%	68%	28%	14%	65%	21%	30%	69%	1%						
	PEAK HR FACTOR		0.928			0.901			0.978			0.834		0.981					
	APP/DEPART	449	/	284	274	/	519	802	/	663	527	/	586	0					
PM	4:00 PM	40	63	81	4	51	12	33	143	35	49	125	6	642	1	0	1	1	3
	4:15 PM	63	58	63	8	45	19	32	196	38	37	158	2	719	0	0	1	0	1
	4:30 PM	51	55	72	6	41	17	26	165	31	33	155	2	654	1	0	0	1	2
	4:45 PM	51	56	52	6	38	21	36	182	34	45	142	3	666	1	0	0	1	2
	5:00 PM	56	57	65	3	32	22	25	182	38	28	121	2	631	1	0	0	0	1
	5:15 PM	51	63	76	6	42	11	38	201	29	36	158	0	711	0	0	1	0	1
	5:30 PM	39	57	49	1	35	26	40	155	37	31	127	1	598	0	0	0	0	0
	5:45 PM	35	62	43	5	32	17	25	157	50	24	116	5	571	0	0	0	0	0
	VOLUMES	386	471	501	39	316	145	255	1,381	292	283	1,102	21	5,202	4	0	3	3	10
	APPROACH %	28%	35%	37%	8%	63%	29%	13%	72%	15%	20%	78%	1%						
	APP/DEPART	1,362	/	747	500	/	895	1,931	/	1,924	1,409	/	1,636	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	205	232	268	24	175	69	127	686	138	164	580	13	2,689	3	0	2	3	
	APPROACH %	29%	33%	38%	9%	65%	26%	13%	72%	14%	22%	76%	2%						
	PEAK HR FACTOR		0.957			0.931			0.892			0.964		0.934					
	APP/DEPART	708	/	372	268	/	480	953	/	981	760	/	856	0					



INTERSECTION TURNING MOVEMENT COUNTS

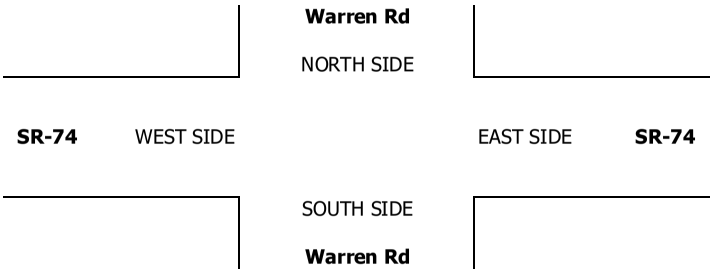
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Warren Rd	LOCATION #:	4
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Warren Rd			SOUTHBOUND Warren Rd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	4	3	0	4	1	6	18	6	3	13	0	60	0	0	0	1	1
	7:15 AM	2	7	2	0	3	2	1	16	2	1	13	1	50	0	0	0	0	0
	7:30 AM	0	6	1	0	10	1	4	20	11	4	4	0	61	0	0	0	0	0
	7:45 AM	3	2	4	1	4	2	3	12	3	1	9	0	44	0	0	0	0	0
	8:00 AM	2	5	2	0	4	2	2	17	5	2	14	0	55	0	0	0	0	0
	8:15 AM	3	4	0	1	5	5	5	10	4	2	9	1	49	0	0	0	0	0
	8:30 AM	4	3	1	1	2	1	3	10	5	1	6	0	37	0	0	0	0	0
	8:45 AM	3	2	5	1	3	1	4	12	2	2	6	0	41	0	0	0	0	0
	VOLUMES	19	33	18	4	35	15	28	115	38	16	74	2	398	0	0	0	1	1
	APPROACH %	27%	47%	26%	7%	65%	28%	15%	64%	21%	17%	80%	2%						
	APP/DEPART	70	/	63	54	/	89	181	/	138	93	/	108	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	12	14	8	3	14	9	14	49	16	7	35	1	182	0	0	0	0	
	APPROACH %	35%	41%	24%	12%	54%	35%	18%	62%	20%	16%	81%	2%						
	PEAK HR FACTOR		0.850			0.591			0.823			0.672		0.827					
	APP/DEPART	34	/	29	26	/	37	79	/	60	43	/	56	0					
PM	4:00 PM	2	4	2	0	2	4	1	10	5	0	12	0	42	0	0	0	0	0
	4:15 PM	2	5	1	0	2	2	1	8	2	3	10	0	36	0	0	0	0	0
	4:30 PM	4	6	5	0	5	2	5	15	2	0	11	0	55	0	0	0	0	0
	4:45 PM	3	4	5	0	2	2	2	2	1	1	2	0	24	0	0	0	0	0
	5:00 PM	2	7	0	0	0	0	1	9	1	0	8	0	28	0	0	0	0	0
	5:15 PM	2	2	3	0	2	0	3	18	0	0	12	0	42	0	0	0	0	0
	5:30 PM	2	3	0	1	1	0	1	15	2	2	8	0	35	1	0	0	0	1
	5:45 PM	1	4	3	0	2	0	6	5	1	1	3	1	27	0	0	0	0	0
	VOLUMES	18	35	19	1	16	10	20	82	14	7	66	1	290	1	0	0	0	1
	APPROACH %	25%	48%	26%	4%	59%	37%	17%	71%	12%	9%	89%	1%						
	APP/DEPART	73	/	56	27	/	38	116	/	102	74	/	94	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	11	19	13	0	11	10	9	35	10	4	35	0	157	0	0	0	0	
	APPROACH %	26%	44%	30%	0%	52%	48%	17%	65%	19%	10%	90%	0%						
	PEAK HR FACTOR		0.717			0.750			0.614			0.750		0.714					
	APP/DEPART	43	/	28	21	/	25	54	/	48	39	/	56	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Warren Rd	LOCATION #:	4
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

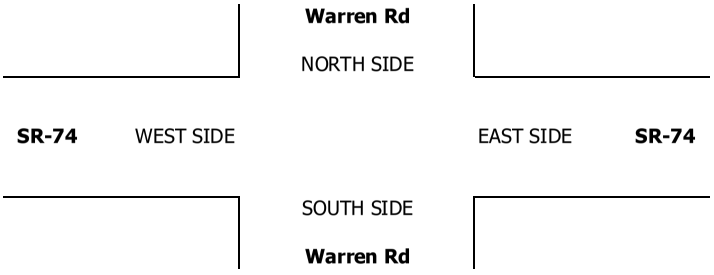
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Warren Rd			SOUTHBOUND Warren Rd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	2	0	0	4	1	1	1	0	10	0	0	0	0	0
	7:15 AM	0	1	1	0	2	0	0	1	0	0	1	0	6	0	0	0	0	0
	7:30 AM	0	2	0	0	0	0	0	4	2	1	3	0	12	0	0	0	0	0
	7:45 AM	1	2	0	0	0	0	2	1	0	0	1	0	7	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	2	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	3	0	0	3	0	7	0	0	0	0	0
	8:45 AM	0	1	0	0	0	2	3	0	0	0	1	0	7	0	0	0	0	0
	VOLUMES	1	7	1	0	4	3	6	16	3	2	13	0	56	0	0	0	0	0
	APPROACH %	11%	78%	11%	0%	57%	43%	24%	64%	12%	13%	87%	0%						
	APP/DEPART	9	/	13	7	/	9	25	/	17	15	/	17	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	1	0	0	0	3	4	6	0	0	7	0	21	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	0%	100%	40%	60%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.375			0.625			0.583		0.750					
	APP/DEPART	1	/	5	3	/	0	10	/	6	7	/	10	0					
PM	4:00 PM	3	1	1	0	1	1	0	0	0	0	4	0	11	0	0	0	0	0
	4:15 PM	1	0	1	0	0	0	1	0	0	0	2	0	5	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	1	0	0	1	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	0	2	1	0	3	0	7	0	0	0	0	0
	5:00 PM	0	0	0	0	2	0	0	0	0	1	1	0	4	0	0	0	0	0
	5:15 PM	2	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0
	5:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
	VOLUMES	6	1	2	0	4	3	4	3	1	1	14	0	39	0	0	0	0	0
	APPROACH %	67%	11%	22%	0%	57%	43%	50%	38%	13%	7%	93%	0%						
	APP/DEPART	9	/	5	7	/	6	8	/	5	15	/	23	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	4	1	2	0	2	2	1	3	1	0	10	0	26	0	0	0	0	
	APPROACH %	57%	14%	29%	0%	50%	50%	20%	60%	20%	0%	100%	0%						
	PEAK HR FACTOR		0.350			0.500			0.417			0.625		0.591					
	APP/DEPART	7	/	2	4	/	3	5	/	5	10	/	16	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Warren Rd	LOCATION #:	4
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

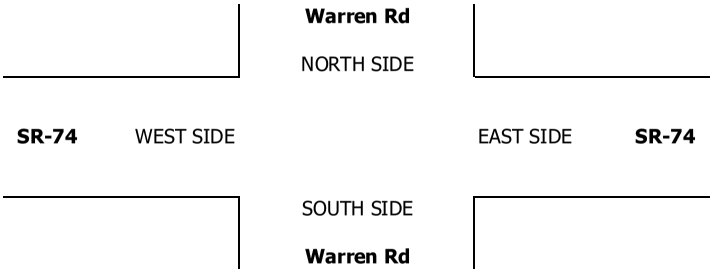
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Warren Rd			SOUTHBOUND Warren Rd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	1	0	0	2	0	0	2	0	0	1	0	8	0	0	0	0	0
	7:15 AM	1	0	1	0	2	0	2	3	1	0	5	0	15	0	0	0	0	0
	7:30 AM	1	3	0	0	0	2	1	6	2	0	5	0	20	0	0	0	0	0
	7:45 AM	0	1	0	0	1	1	3	2	2	0	5	0	15	0	0	0	0	0
	8:00 AM	0	0	1	0	1	6	2	3	0	0	4	1	18	0	0	0	0	0
	8:15 AM	1	1	1	0	2	1	3	3	0	0	1	0	13	0	0	0	0	0
	8:30 AM	1	3	1	0	0	2	3	5	2	1	2	0	20	0	0	0	0	0
	8:45 AM	0	3	0	0	3	0	0	2	1	1	3	0	13	0	0	0	0	0
	VOLUMES	6	12	4	0	11	12	14	26	8	2	26	1	122	0	0	0	0	0
	APPROACH %	27%	55%	18%	0%	48%	52%	29%	54%	17%	7%	90%	3%						
	APP/DEPART	22	/	27	23	/	21	48	/	30	29	/	44	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	2	7	3	0	6	9	8	13	3	2	10	1	64	0	0	0	0	
	APPROACH %	17%	58%	25%	0%	40%	60%	33%	54%	13%	15%	77%	8%						
	PEAK HR FACTOR		0.600			0.536			0.600			0.650		0.800					
	APP/DEPART	12	/	16	15	/	11	24	/	16	13	/	21	0					
PM	4:00 PM	0	0	0	0	1	0	2	1	0	0	4	0	8	0	0	0	0	0
	4:15 PM	0	0	1	0	0	1	1	4	0	0	4	0	11	0	0	0	0	0
	4:30 PM	0	0	0	0	0	2	5	2	0	0	4	0	13	0	0	0	0	0
	4:45 PM	0	1	1	0	0	5	1	2	0	0	0	0	10	0	0	0	0	0
	5:00 PM	0	0	0	0	1	1	3	0	0	0	2	0	7	0	0	0	0	0
	5:15 PM	0	0	1	0	0	2	1	1	1	0	1	0	7	0	0	0	0	0
	5:30 PM	0	0	0	0	2	1	1	3	1	0	1	0	9	0	0	0	0	0
	5:45 PM	0	0	0	0	0	3	3	0	0	1	2	0	9	0	0	0	0	0
	VOLUMES	0	1	3	0	4	15	17	13	2	1	18	0	74	0	0	0	0	0
	APPROACH %	0%	25%	75%	0%	21%	79%	53%	41%	6%	5%	95%	0%						
	APP/DEPART	4	/	18	19	/	7	32	/	16	19	/	33	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	1	2	0	1	8	9	9	0	0	12	0	42	0	0	0	0	
	APPROACH %	0%	33%	67%	0%	11%	89%	50%	50%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.375			0.450			0.643			0.750		0.808					
	APP/DEPART	3	/	10	9	/	1	18	/	11	12	/	20	0					



INTERSECTION TURNING MOVEMENT COUNTS

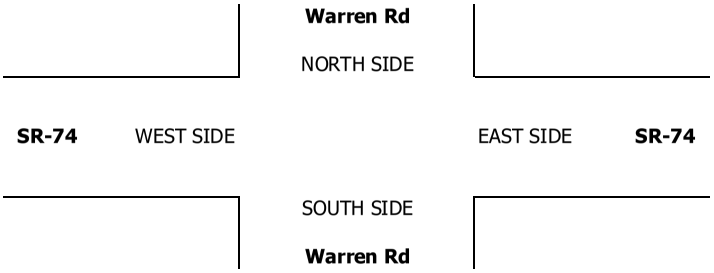
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Warren Rd	LOCATION #:	4
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Warren Rd			SOUTHBOUND Warren Rd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	0	1	/	1	0	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	0	0	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Warren Rd	LOCATION #:	4
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Warren Rd			SOUTHBOUND Warren Rd			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	3	2	0	5	0	10	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	0	1	1	0	2	0	5	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	8:30 AM	0	2	0	0	0	0	0	5	0	0	1	0	8	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0
	VOLUMES	1	2	0	0	1	0	0	25	3	0	13	0	45	0	0	0	0	0
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	89%	11%	0%	100%	0%						
	APP/DEPART	3	/	2	1	/	4	28	/	25	13	/	14	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	2	0	0	0	0	0	19	0	0	5	0	26	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.594			0.625		0.813					
	APP/DEPART	2	/	2	0	/	0	19	/	19	5	/	5	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	1	2	0	5	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	4	0	0	0	0	5	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	5	0	0	0	0	6	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	6	0	0	2	0	8	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	4	0	0	1	0	6	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	0	1	1	1	0	0	0	25	0	1	8	0	37	0	0	0	0	0
	APPROACH %	0%	50%	50%	100%	0%	0%	0%	100%	0%	11%	89%	0%						
	APP/DEPART	2	/	1	1	/	1	25	/	27	9	/	8	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	1	1	0	0	0	17	0	1	4	0	24	0	0	0	0	
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	100%	0%	20%	80%	0%						
	PEAK HR FACTOR		0.250			0.250			0.708			0.417		0.750					
	APP/DEPART	1	/	0	1	/	1	17	/	19	5	/	4	0					

Warren Rd

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

Warren Rd

INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
Tue, Sep 10, 24	NORTH & SOUTH:	W Acacia Ave	LOCATION #:	5
	EAST & WEST:	SR-74	CONTROL:	STOP N

NOTES:

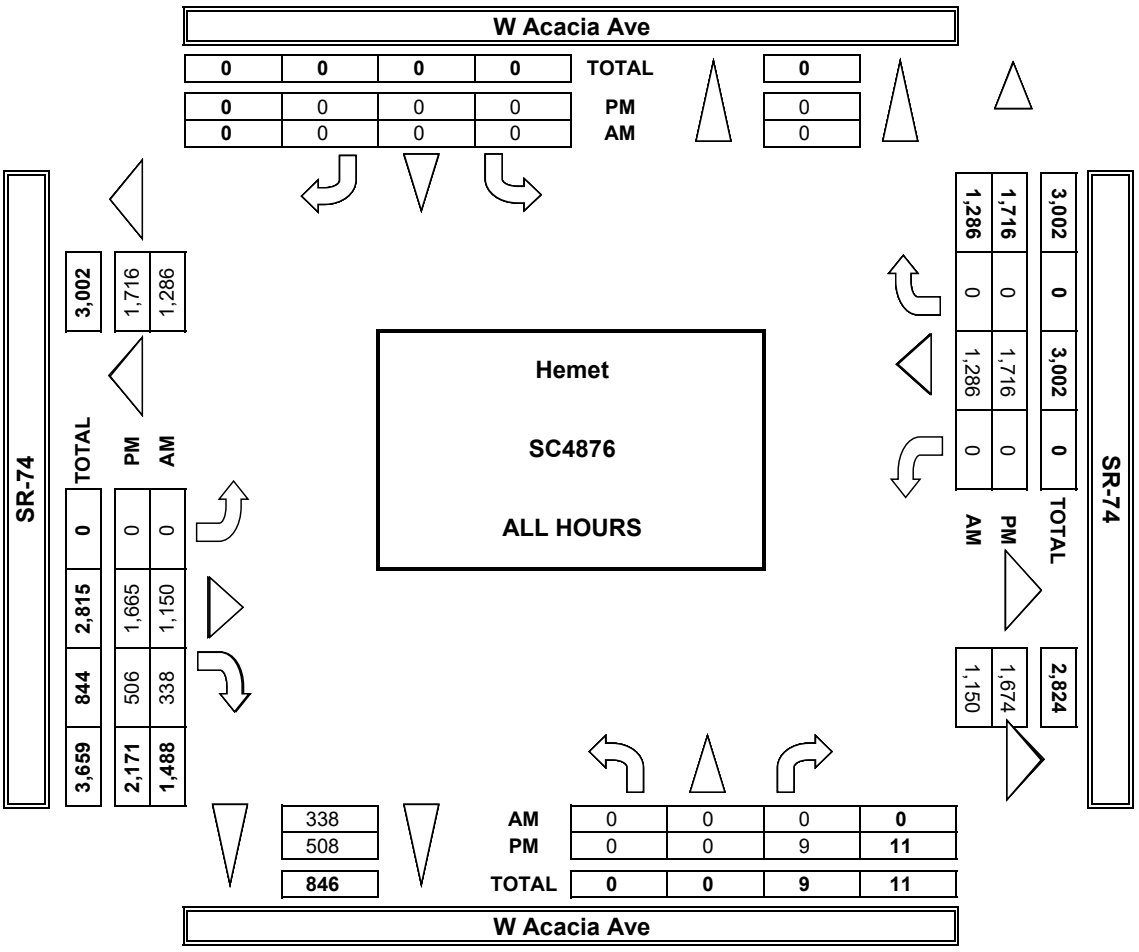
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

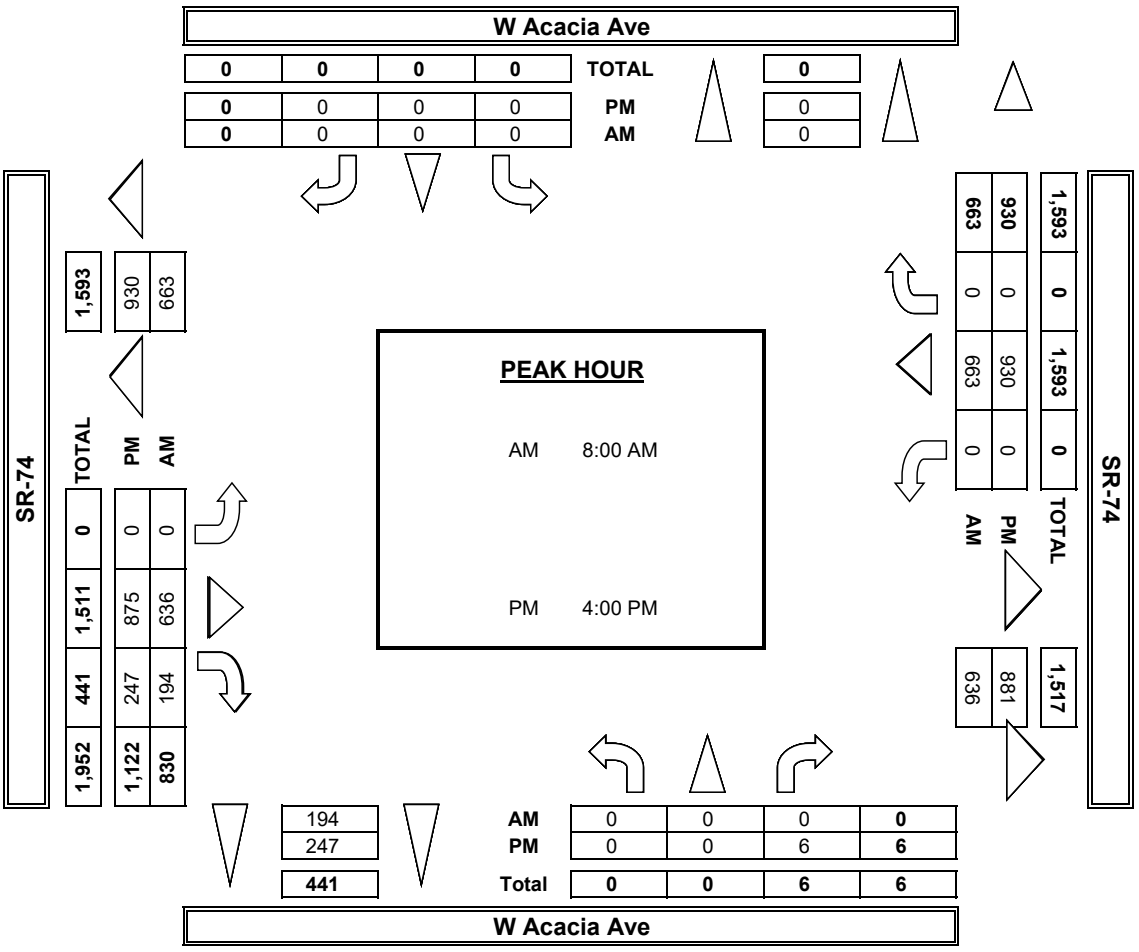
		NORTHBOUND W Acacia Ave			SOUTHBOUND W Acacia Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL X	WT 2	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	110	25	0	168	0	303	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	117	25	0	154	0	296	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	130	50	0	163	0	343	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	157	44	0	138	0	339	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	151	53	0	174	0	378	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	146	40	0	136	0	322	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	173	44	0	164	0	381	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	166	57	0	189	0	412	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1,150	338	0	1,286	0	2,774	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	77%	23%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	338	1,488	/	1,150	1,286	/	1,286	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	636	194	0	663	0	1,493	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	77%	23%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.930			0.877		0.906					
	APP/DEPART	0	/	0	0	/	194	830	/	636	663	/	663	0					
PM	4:00 PM	0	0	2	0	0	0	0	205	77	0	246	0	530	0	0	0	0	0
	4:15 PM	0	0	2	0	0	0	0	241	53	0	233	0	529	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	209	67	0	237	0	514	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	220	50	0	214	0	485	0	0	0	0	0
	5:00 PM	0	0	2	0	0	0	0	174	73	0	200	0	449	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	0	236	79	0	230	0	546	1	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	204	58	0	183	0	445	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	176	49	0	173	0	398	1	0	0	0	1
	VOLUMES	0	0	9	0	0	0	0	1,665	506	0	1,716	0	3,898	2	0	0	0	2
	APPROACH %	0%	0%	82%	0%	0%	0%	0%	77%	23%	0%	100%	0%						
	APP/DEPART	11	/	0	0	/	508	2,171	/	1,674	1,716	/	1,716	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	6	0	0	0	0	875	247	0	930	0	2,058	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	78%	22%	0%	100%	0%						
	PEAK HR FACTOR		0.750			0.000			0.954			0.945		0.971					
	APP/DEPART	6	/	0	0	/	247	1,122	/	881	930	/	930	0					



AimTD LLC

TURNING MOVEMENT COUNTS





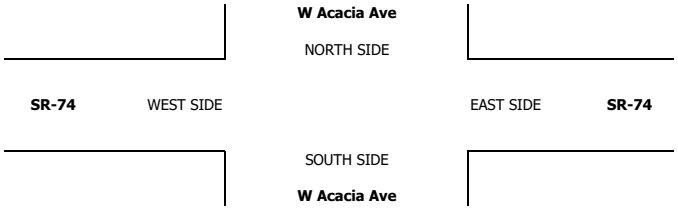
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	W Acacia Ave	LOCATION #:	5
TUESDAY	EAST & WEST:	SR-74	CONTROL:	STOP N

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6			AM PM MD OTHER OTHER	▲ N ◄ W E ► S ▼
	Factor	1	1.5	2	3	2	2				

		NORTHBOUND W Acacia Ave			SOUTHBOUND W Acacia Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL X	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	125	26	0	185	0	335					0
	7:15 AM	0	0	0	0	0	0	0	137	27	0	168	0	331					0
	7:30 AM	0	0	0	0	0	0	0	149	54	0	183	0	386					0
	7:45 AM	0	0	0	0	0	0	0	174	47	0	154	0	374					0
	8:00 AM	0	0	0	0	0	0	0	165	62	0	190	0	416					0
	8:15 AM	0	0	0	0	0	0	0	156	47	0	146	0	349					0
	8:30 AM	0	0	0	0	0	0	0	190	49	0	178	0	416					0
	8:45 AM	0	0	0	0	0	0	0	176	62	0	204	0	442					0
	VOLUMES	0	0	0	0	0	0	0	1,270	372	0	1,406	0	3,047	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	77%	23%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	372	1,642	/	1,270	1,406	/	1,406	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	686	220	0	717	0	1,622					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	76%	24%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.949			0.879		0.918					
	APP/DEPART	0	/	0	0	/	220	905	/	686	717	/	717	0					
PM	4:00 PM	0	0	2	0	0	0	0	214	82	0	266	0	564					0
	4:15 PM	0	0	2	0	0	0	0	250	58	0	246	0	556					0
	4:30 PM	0	0	1	0	0	0	0	221	76	0	251	0	548					0
	4:45 PM	0	0	1	0	0	0	0	233	53	0	220	0	506					0
	5:00 PM	0	0	2	0	0	0	0	177	81	0	210	0	470					0
	5:15 PM	0	0	1	0	0	0	0	246	83	0	241	0	570					0
	5:30 PM	0	0	0	0	0	0	0	210	62	0	190	0	461					0
	5:45 PM	0	0	0	0	0	0	0	181	52	0	184	0	417					0
	VOLUMES	0	0	9	0	0	0	0	1,730	545	0	1,806	0	4,090	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	76%	24%	0%	100%	0%						
	APP/DEPART	9	/	0	0	/	545	2,275	/	1,739	1,806	/	1,806	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	6	0	0	0	0	917	268	0	982	0	2,173					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	77%	23%	0%	100%	0%						
	PEAK HR FACTOR		0.750			0.000			0.962			0.925		0.964					
	APP/DEPART	6	/	0	0	/	268	1,185	/	923	982	/	982	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	W Acacia Ave	LOCATION #:	5
TUESDAY	EAST & WEST:	SR-74	CONTROL:	STOP N

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND W Acacia Ave			SOUTHBOUND W Acacia Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
LANES:	NL X	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL X	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	90	23	0	149	0	262	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	97	23	0	139	0	259	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	106	45	0	145	0	296	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	139	40	0	126	0	305	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	136	43	0	157	0	336	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	134	32	0	122	0	288	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	154	38	0	148	0	340	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	155	51	0	173	0	379	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	1,011	295	0	1,159	0	2,465	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	77%	23%	0%	100%	0%						
APP/DEPART	0	/	0	0	/	295	1,306	/	1,011	1,159	/	1,159	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	0	0	0	0	0	0	579	164	0	600	0	1,343	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	78%	22%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.902			0.867		0.886					
APP/DEPART	0	/	0	0	/	164	743	/	579	600	/	600	0					
PM																		
4:00 PM	0	0	2	0	0	0	0	194	71	0	227	0	494	0	0	0	0	0
4:15 PM	0	0	2	0	0	0	0	234	48	0	220	0	504	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	193	54	0	222	0	470	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	209	47	0	205	0	462	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	0	169	63	0	188	0	422	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	223	73	0	215	0	512	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	197	54	0	172	0	423	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	167	46	0	164	0	377	1	0	0	0	1
VOLUMES	0	0	9	0	0	0	0	1,586	456	0	1,613	0	3,666	2	0	0	0	2
APPROACH %	0%	0%	82%	0%	0%	0%	0%	78%	22%	0%	100%	0%						
APP/DEPART	11	/	0	0	/	458	2,042	/	1,595	1,613	/	1,613	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	0	0	6	0	0	0	0	830	220	0	874	0	1,930	0	0	0	0	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	79%	21%	0%	100%	0%						
PEAK HR FACTOR		0.750			0.000			0.931			0.963		0.957					
APP/DEPART	6	/	0	0	/	220	1,050	/	836	874	/	874	0					



INTERSECTION TURNING MOVEMENT COUNTS

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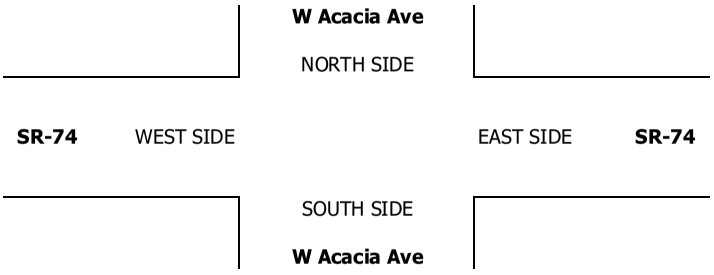
DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	W Acacia Ave	LOCATION #:	5
TUESDAY	EAST & WEST:	SR-74	CONTROL:	STOP N

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND W Acacia Ave			SOUTHBOUND W Acacia Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL X	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	15	2	0	9	0	26	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	13	1	0	9	0	23	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	16	3	0	6	0	25	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	12	3	0	5	0	20	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	9	7	0	10	0	26	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	8	4	0	11	0	23	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	11	4	0	9	0	24	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	7	2	0	10	0	19	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	91	26	0	69	0	186	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	78%	22%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	26	117	/	91	69	/	69	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	35	17	0	40	0	92	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.813			0.909		0.885					
	APP/DEPART	0	/	0	0	/	17	52	/	35	40	/	40	0					
PM	4:00 PM	0	0	0	0	0	0	0	8	2	0	9	0	19	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	2	0	8	0	12	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	11	9	0	9	0	29	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	1	0	6	0	10	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	4	5	0	8	0	17	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	9	4	0	11	0	24	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	5	3	0	8	0	16	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	8	2	0	3	0	13	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	50	28	0	62	0	140	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	64%	36%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	28	78	/	50	62	/	62	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	24	14	0	32	0	70	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	63%	37%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.475			0.889		0.603					
	APP/DEPART	0	/	0	0	/	14	38	/	24	32	/	32	0					



INTERSECTION TURNING MOVEMENT COUNTS

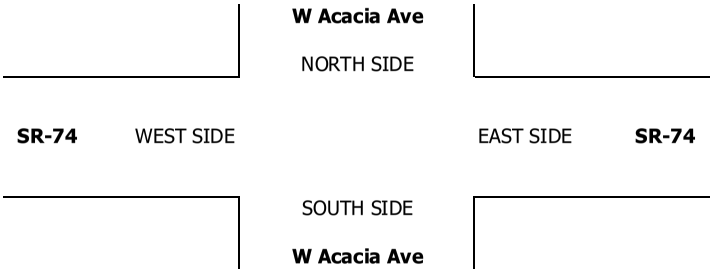
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	W Acacia Ave	LOCATION #:	5
TUESDAY	EAST & WEST:	SR-74	CONTROL:	STOP N

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND W Acacia Ave			SOUTHBOUND W Acacia Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL X	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	3	2	0	5	0	10	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	2	0	0	4	0	6	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	7	5	0	18	0	30	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	58%	42%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	5	12	/	7	18	/	18	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	2	2	0	8	0	12	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	50%	50%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.500		0.500					
	APP/DEPART	0	/	0	0	/	2	4	/	2	8	/	8	0					
PM	4:00 PM	0	0	0	0	0	0	0	1	1	0	2	0	4	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	5	2	0	12	0	19	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	71%	29%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	2	7	/	5	12	/	12	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	4	2	0	7	0	13	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.750			0.875		0.813					
	APP/DEPART	0	/	0	0	/	2	6	/	4	7	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	W Acacia Ave	LOCATION #:	5
TUESDAY	EAST & WEST:	SR-74	CONTROL:	STOP N

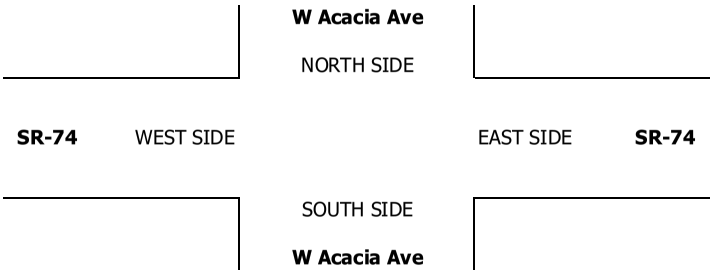
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND W Acacia Ave			SOUTHBOUND W Acacia Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL X	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	6	0	0	3	0	9	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	3	0	0	5	0	8	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	5	0	0	6	0	11	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	3	2	0	4	0	9	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	1	0	1	0	4	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	3	1	0	2	0	6	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	2	0	0	4	0	6	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	26	4	0	27	0	57	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	87%	13%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	4	30	/	26	27	/	27	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	10	4	0	11	0	25	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	71%	29%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.700			0.688		0.694					
	APP/DEPART	0	/	0	0	/	4	14	/	10	11	/	11	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	5	0	7	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	3	1	0	4	0	8	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	11	3	0	18	0	32	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	79%	21%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	3	14	/	11	18	/	18	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	9	1	0	12	0	22	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	90%	10%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.625			0.600		0.688					
	APP/DEPART	0	/	0	0	/	1	10	/	9	12	/	12	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	W Acacia Ave	LOCATION #:	5
TUESDAY	EAST & WEST:	SR-74	CONTROL:	STOP N

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND W Acacia Ave			SOUTHBOUND W Acacia Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL X	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

W Acacia Ave

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

W Acacia Ave

INTERSECTION TURNING MOVEMENT COUNTS

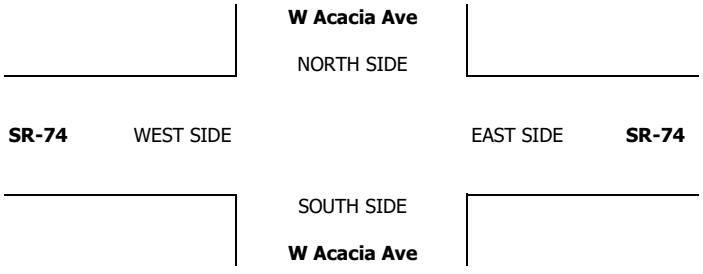
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	W Acacia Ave	LOCATION #:	5
TUESDAY	EAST & WEST:	SR-74	CONTROL:	STOP N

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND W Acacia Ave			SOUTHBOUND W Acacia Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL X	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL X	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	2	0	0	5	0	7	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	2	0	2	0	6	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	3	1	0	1	0	5	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	2	4	0	0	0	6	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	15	8	0	13	0	36	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	65%	35%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	8	23	/	15	13	/	13	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	10	7	0	4	0	21	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	59%	41%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.708			0.500		0.875					
	APP/DEPART	0	/	0	0	/	7	17	/	10	4	/	4	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	3	0	3	0	6	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	3	4	0	1	0	8	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	2	0	1	0	6	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	5	0	0	0	6	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	2	0	1	0	5	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	12	17	0	10	0	39	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	41%	59%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	17	29	/	12	10	/	10	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	8	10	0	5	0	23	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	44%	56%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.643			0.417		0.719					
	APP/DEPART	0	/	0	0	/	10	18	/	8	5	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
Tue, Sep 10, 24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	7
	EAST & WEST:	SR-74	CONTROL:	SIGNAL

NOTES:

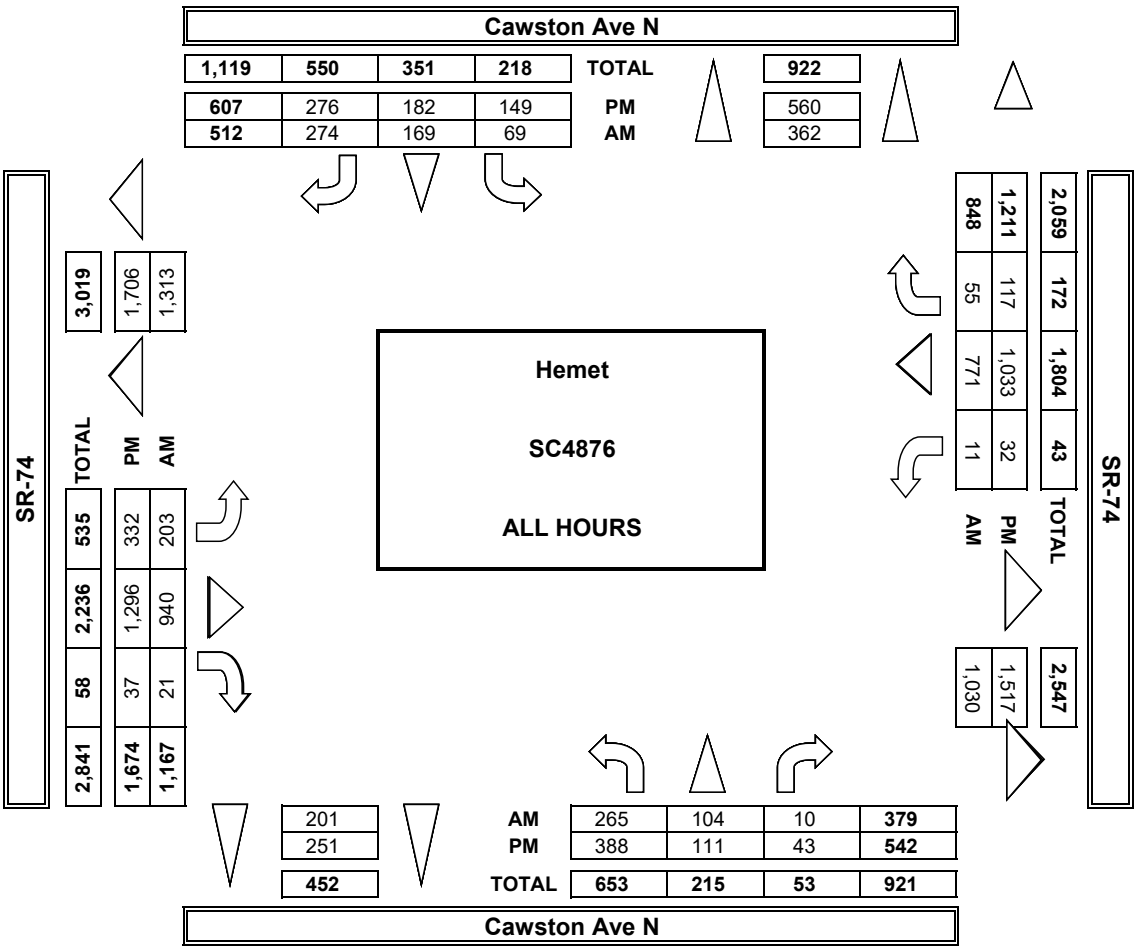
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

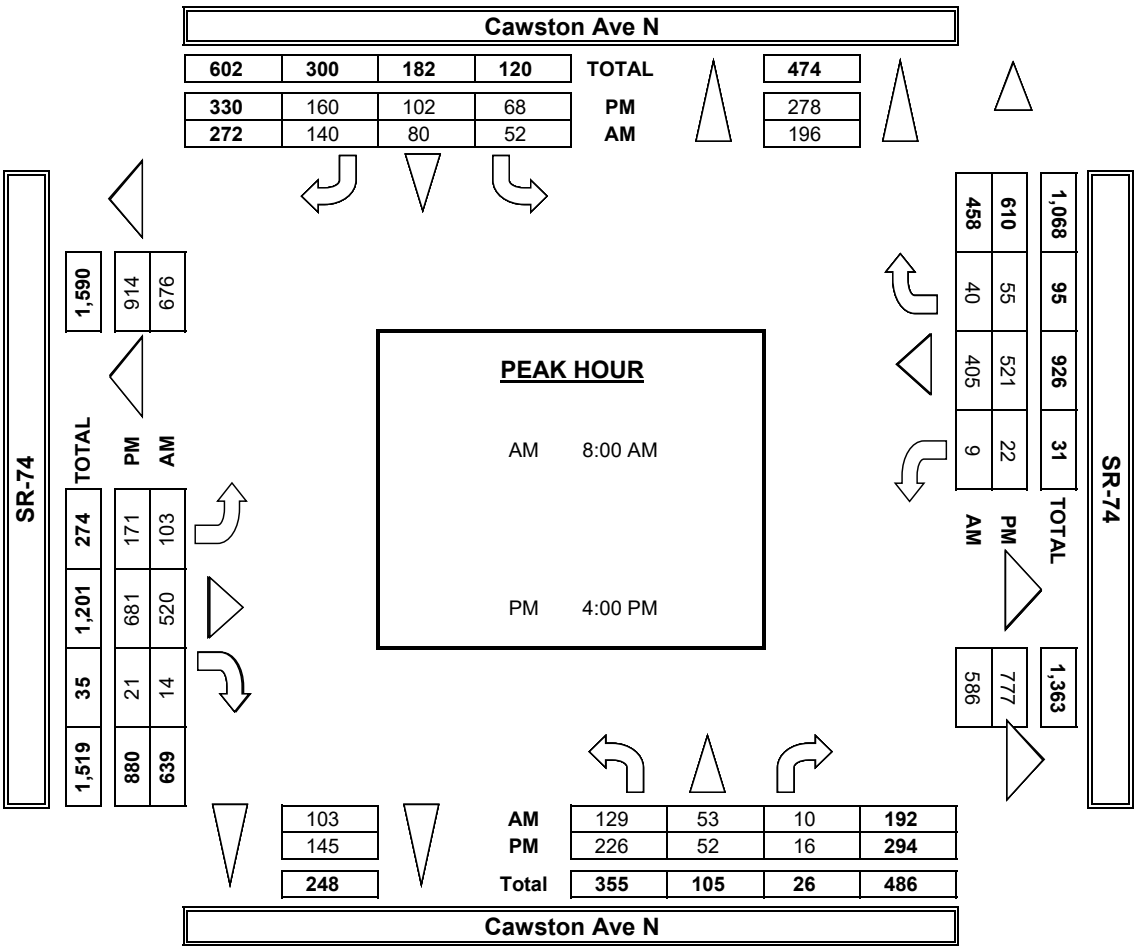
		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	31	16	0	2	11	42	27	76	4	0	99	5	313	0	0	1	4	5
	7:15 AM	33	16	0	5	28	33	24	96	0	0	89	2	326	0	0	0	2	2
	7:30 AM	32	7	0	4	23	36	16	118	0	1	97	3	337	0	0	0	1	1
	7:45 AM	40	12	0	6	27	23	33	130	3	1	81	5	361	0	0	0	0	0
	8:00 AM	44	14	0	8	19	25	26	124	2	1	108	8	379	0	0	0	0	0
	8:15 AM	25	14	2	12	15	32	18	108	1	3	78	6	314	0	0	0	1	1
	8:30 AM	19	14	3	14	17	40	29	156	4	2	118	13	429	0	0	1	2	3
	8:45 AM	41	11	5	18	29	43	30	132	7	3	101	13	433	0	0	1	1	2
	VOLUMES	265	104	10	69	169	274	203	940	21	11	771	55	2,906	0	0	3	11	14
	APPROACH %	70%	27%	3%	13%	33%	54%	17%	81%	2%	1%	91%	6%						
	APP/DEPART	379	/	362	512	/	201	1,167	/	1,030	848	/	1,313	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	129	53	10	52	80	140	103	520	14	9	405	40	1,561	0	0	2	4	
	APPROACH %	67%	28%	5%	19%	29%	51%	16%	81%	2%	2%	88%	9%						
	PEAK HR FACTOR		0.828			0.756			0.841			0.848		0.897					
	APP/DEPART	192	/	196	272	/	103	639	/	586	458	/	676	0					
PM	4:00 PM	60	12	4	15	28	45	47	146	8	3	120	12	500	0	0	0	5	5
	4:15 PM	55	12	5	15	22	44	30	204	5	3	130	13	538	0	0	4	2	6
	4:30 PM	52	14	3	19	22	37	43	161	2	8	155	15	531	0	0	2	4	6
	4:45 PM	59	14	4	19	30	34	51	170	6	8	116	15	526	0	0	1	1	2
	5:00 PM	33	14	7	19	30	30	42	137	4	2	137	7	462	0	0	1	5	6
	5:15 PM	51	22	8	25	12	39	37	182	4	3	140	14	537	0	0	1	6	7
	5:30 PM	43	13	6	19	22	20	48	163	4	2	123	20	483	0	0	0	3	3
	5:45 PM	35	10	6	18	16	27	34	133	4	3	112	21	419	0	0	0	3	3
	VOLUMES	388	111	43	149	182	276	332	1,296	37	32	1,033	117	4,034	0	0	9	29	38
	APPROACH %	72%	20%	8%	25%	30%	45%	20%	77%	2%	3%	85%	10%						
	APP/DEPART	542	/	560	607	/	251	1,674	/	1,517	1,211	/	1,706	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	226	52	16	68	102	160	171	681	21	22	521	55	2,114	0	0	7	12	
	APPROACH %	77%	18%	5%	21%	31%	48%	19%	77%	2%	4%	85%	9%						
	PEAK HR FACTOR		0.955			0.938			0.905			0.838		0.972					
	APP/DEPART	294	/	278	330	/	145	880	/	777	610	/	914	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	7
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

	NOTES:									AM / PM / MD / OTHER / OTHER	▲ N / ◄ W / E ► / S ▼
PCE Adjusted	Class	1	2	3	4	5	6				
	Factor	1	1.5	2	3	2	2				

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	36	17	0	2	12	45	28	91	5	0	111	5	349					0
	7:15 AM	38	17	0	5	28	38	26	113	0	0	97	2	362					0
	7:30 AM	36	8	0	4	24	37	16	138	0	2	112	3	378					0
	7:45 AM	47	13	0	6	29	23	36	146	3	1	91	5	398					0
	8:00 AM	47	15	0	9	20	25	28	136	2	1	121	8	411					0
	8:15 AM	28	14	2	12	16	32	19	117	1	3	87	7	336					0
	8:30 AM	21	16	4	14	19	41	34	166	4	2	128	13	461					0
	8:45 AM	42	12	5	20	30	45	34	140	8	3	111	13	460					0
	VOLUMES	294	109	11	71	176	285	219	1,046	22	12	856	56	3,154	0	0	0	0	0
	APPROACH %	71%	26%	3%	13%	33%	54%	17%	81%	2%	1%	93%	6%						
	APP/DEPART	413	/	383	532	/	210	1,286	/	1,127	923	/	1,434	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	138	56	11	54	85	143	114	559	15	9	446	41	1,667					
	APPROACH %	67%	27%	5%	19%	30%	51%	17%	81%	2%	2%	90%	8%						
	PEAK HR FACTOR		0.823			0.747			0.843			0.866		0.905					
	APP/DEPART	204	/	210	281	/	108	687	/	623	496	/	726	0					
PM	4:00 PM	64	13	4	15	30	48	48	152	10	3	131	14	530					0
	4:15 PM	58	12	5	15	23	45	30	213	5	3	139	13	561					0
	4:30 PM	53	15	3	19	24	39	46	170	2	8	167	15	558					0
	4:45 PM	60	14	4	19	30	36	52	183	6	9	121	15	548					0
	5:00 PM	34	16	7	20	31	32	42	141	4	2	144	8	479					0
	5:15 PM	52	23	8	26	12	43	38	192	4	3	147	14	560					0
	5:30 PM	46	13	6	19	23	22	49	169	4	2	130	20	501					0
	5:45 PM	36	10	6	20	17	29	35	137	4	3	120	22	436					0
	VOLUMES	401	115	43	152	189	291	339	1,355	39	33	1,096	120	4,170	0	0	0	0	0
	APPROACH %	72%	21%	8%	24%	30%	46%	20%	78%	2%	3%	88%	10%						
	APP/DEPART	559	/	573	631	/	260	1,733	/	1,550	1,248	/	1,788	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	235	54	16	68	107	167	176	717	23	23	557	57	2,196					
	APPROACH %	77%	18%	5%	20%	31%	49%	19%	78%	3%	4%	88%	9%						
	PEAK HR FACTOR		0.944			0.917			0.923			0.838		0.979					
	APP/DEPART	304	/	286	341	/	152	916	/	801	636	/	958	0					



INTERSECTION TURNING MOVEMENT COUNTS

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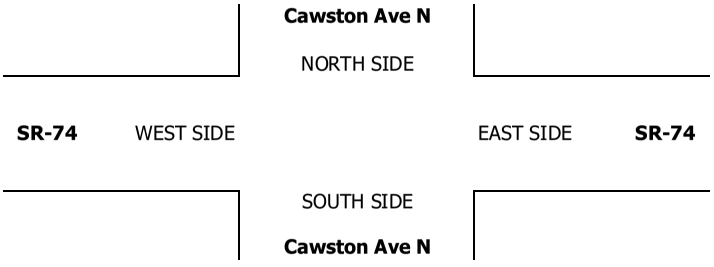
DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	7
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	24	15	0	2	10	40	26	58	3	0	84	5	267	0	0	0	2	2
	7:15 AM	30	15	0	5	28	28	22	78	0	0	80	2	288	0	0	0	2	2
	7:30 AM	28	6	0	4	22	34	16	92	0	0	85	3	290	0	0	0	0	0
	7:45 AM	36	11	0	6	24	23	30	112	3	1	72	5	323	0	0	0	0	0
	8:00 AM	41	13	0	7	17	25	24	111	2	1	94	8	343	0	0	0	0	0
	8:15 AM	22	14	2	12	14	32	17	98	1	3	66	5	286	0	0	0	1	1
	8:30 AM	16	12	2	14	15	39	25	144	4	2	106	13	392	0	0	1	2	3
	8:45 AM	39	10	5	16	28	41	26	121	6	3	91	13	399	0	0	1	1	2
	VOLUMES	236	96	9	66	158	262	186	814	19	10	678	54	2,598	0	0	2	8	10
	APPROACH %	69%	28%	3%	14%	33%	54%	18%	80%	2%	1%	90%	7%						
	APP/DEPART	341	/	336	486	/	187	1,021	/	897	750	/	1,178	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	118	49	9	49	74	137	92	474	13	9	357	39	1,426	0	0	2	4	
	APPROACH %	67%	28%	5%	19%	28%	53%	16%	82%	2%	2%	87%	10%						
	PEAK HR FACTOR		0.815			0.765			0.835			0.831		0.889					
	APP/DEPART	176	/	180	260	/	96	581	/	536	409	/	614	0					
PM	4:00 PM	56	11	4	15	26	41	45	138	7	3	110	10	466	0	0	0	5	5
	4:15 PM	52	12	5	15	21	43	30	196	5	3	122	13	517	0	0	4	2	6
	4:30 PM	51	13	3	19	20	34	39	150	2	8	142	15	496	0	0	2	4	6
	4:45 PM	58	14	4	19	30	31	49	158	6	7	112	15	503	0	0	1	1	2
	5:00 PM	32	13	7	18	29	27	42	131	4	2	128	6	439	0	0	1	5	6
	5:15 PM	50	21	8	24	12	33	35	170	4	3	130	14	504	0	0	1	4	5
	5:30 PM	40	13	6	19	21	17	47	156	4	2	116	20	461	0	0	0	3	3
	5:45 PM	34	10	6	16	15	25	33	126	4	3	106	20	398	0	0	0	3	3
	VOLUMES	373	107	43	145	174	251	320	1,225	36	31	966	113	3,820	0	0	9	27	36
	APPROACH %	71%	20%	8%	25%	31%	44%	20%	77%	2%	3%	85%	10%						
	APP/DEPART	523	/	540	570	/	241	1,590	/	1,440	1,137	/	1,599	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	217	50	16	68	97	149	163	642	20	21	486	53	2,001	0	0	7	12	
	APPROACH %	77%	18%	6%	22%	31%	47%	20%	77%	2%	4%	85%	9%						
	PEAK HR FACTOR		0.931			0.957			0.885			0.846		0.957					
	APP/DEPART	283	/	266	314	/	138	832	/	738	572	/	859	0					



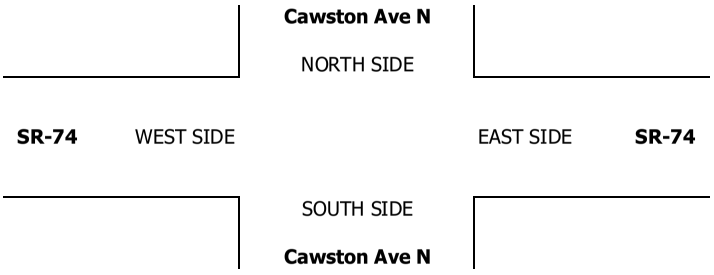
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	7
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM / PM / MD / OTHER / OTHER	▲ N ◄ W E ► S ▼

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	5	1	0	0	1	1	1	12	1	0	8	0	30	0	0	0	1	1
	7:15 AM	0	1	0	0	0	3	1	12	0	0	7	0	24	0	0	0	0	0
	7:30 AM	2	1	0	0	1	2	0	19	0	1	2	0	28	0	0	0	1	1
	7:45 AM	1	1	0	0	3	0	2	13	0	0	5	0	25	0	0	0	0	0
	8:00 AM	2	0	0	1	2	0	1	8	0	0	8	0	22	0	0	0	0	0
	8:15 AM	1	0	0	0	1	0	0	7	0	0	9	1	19	0	0	0	0	0
	8:30 AM	2	1	1	0	0	0	1	8	0	0	8	0	21	0	0	0	0	0
	8:45 AM	2	1	0	1	0	1	3	8	1	0	7	0	24	0	0	0	0	0
	VOLUMES	15	6	1	2	8	7	9	87	2	1	54	1	195	0	0	0	2	2
	APPROACH %	68%	27%	5%	12%	47%	41%	9%	89%	2%	2%	93%	2%						
	APP/DEPART	22	/	16	17	/	11	98	/	92	58	/	76	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	7	2	1	2	3	1	5	31	1	0	32	1	86	0	0	0	0	
	APPROACH %	70%	20%	10%	33%	50%	17%	14%	84%	3%	0%	97%	3%						
	PEAK HR FACTOR		0.625			0.500			0.771			0.825		0.896					
	APP/DEPART	10	/	8	6	/	4	37	/	34	33	/	40	0					
PM	4:00 PM	3	0	0	0	0	2	2	5	0	0	5	1	18	0	0	0	0	0
	4:15 PM	2	0	0	0	0	1	0	4	0	0	4	0	11	0	0	0	0	0
	4:30 PM	0	1	0	0	1	3	3	7	0	0	9	0	24	0	0	0	0	0
	4:45 PM	0	0	0	0	0	3	2	4	0	1	1	0	11	0	0	0	0	0
	5:00 PM	0	0	0	1	0	3	0	5	0	0	7	1	17	0	0	0	0	0
	5:15 PM	1	1	0	1	0	5	2	8	0	0	7	0	25	0	0	0	2	2
	5:30 PM	1	0	0	0	1	2	1	5	0	0	5	0	15	0	0	0	0	0
	5:45 PM	1	0	0	1	1	1	1	6	0	0	1	1	13	0	0	0	0	0
	VOLUMES	8	2	0	3	3	20	11	44	0	1	39	3	136	0	0	0	2	2
	APPROACH %	80%	20%	0%	12%	12%	77%	20%	80%	0%	2%	87%	7%						
	APP/DEPART	10	/	16	26	/	4	55	/	49	45	/	67	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	5	1	0	0	1	9	7	20	0	1	19	1	64	0	0	0	0	
	APPROACH %	83%	17%	0%	0%	10%	90%	26%	74%	0%	5%	90%	5%						
	PEAK HR FACTOR		0.500			0.625			0.675			0.583		0.667					
	APP/DEPART	6	/	9	10	/	2	27	/	20	21	/	33	0					



INTERSECTION TURNING MOVEMENT COUNTS

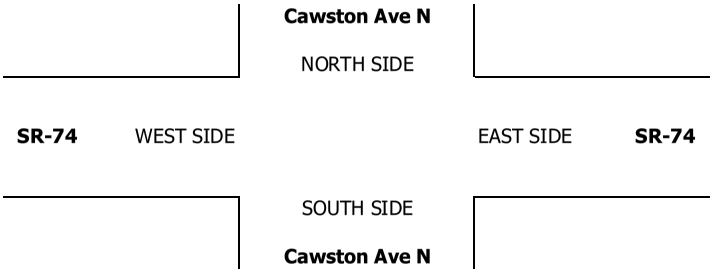
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	7
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	1	1	2
	7:15 AM	0	0	0	0	0	1	1	1	0	0	0	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	2	0	0	5	0	7	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	8:30 AM	1	0	0	0	1	1	1	0	0	0	1	0	5	0	0	0	0	0
	8:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	1	1	0	1	1	3	2	4	0	0	13	0	28	0	0	1	1	2
	APPROACH %	50%	50%	0%	20%	20%	60%	29%	57%	0%	0%	93%	0%						
	APP/DEPART	2	/	3	5	/	1	7	/	6	14	/	18	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	1	1	0	1	1	2	1	0	0	0	5	0	12	0	0	0	0	
	APPROACH %	50%	50%	0%	25%	25%	50%	100%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.500			0.250			0.625		0.600					
	APP/DEPART	2	/	2	4	/	1	1	/	1	5	/	8	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
	4:45 PM	1	0	0	0	0	0	0	2	0	0	1	0	4	0	0	0	0	0
	5:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	1	0	0	0	0	2	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	2	0	0	0	1	3	1	4	0	0	7	0	18	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	25%	75%	20%	80%	0%	0%	100%	0%						
	APP/DEPART	2	/	1	4	/	1	5	/	4	7	/	12	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	0	0	0	0	0	1	4	0	0	4	0	10	0	0	0	0	
	APPROACH %	100%	0%	0%	0%	0%	0%	20%	80%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.625			1.000		0.625					
	APP/DEPART	1	/	1	0	/	0	5	/	4	4	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

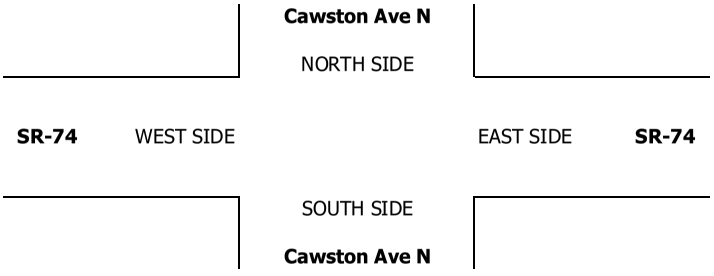
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	7
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	0	3	0	0	1	0	5	0	0	0	0	0
	7:15 AM	2	0	0	0	0	1	0	5	0	0	2	0	10	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	3	0	0	4	0	8	0	0	0	0	0
	7:45 AM	3	0	0	0	0	0	1	4	0	0	3	0	11	0	0	0	0	0
	8:00 AM	1	0	0	0	0	0	0	3	0	0	3	0	7	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	2	0	0	2	0	5	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	1	0	0	3	0	5	0	0	0	0	0
	VOLUMES	7	0	0	0	0	2	3	23	0	0	19	0	54	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	100%	12%	88%	0%	0%	100%	0%						
	APP/DEPART	7	/	3	2	/	0	26	/	23	19	/	28	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	1	0	0	0	0	0	2	8	0	0	9	0	20	0	0	0	0	
	APPROACH %	100%	0%	0%	0%	0%	0%	20%	80%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.833			0.750		0.714					
	APP/DEPART	1	/	2	0	/	0	10	/	8	9	/	10	0					
PM	4:00 PM	1	0	0	0	0	0	0	0	1	0	3	0	5	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	0	3	0	0	3	0	7	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	VOLUMES	2	1	0	0	0	0	0	10	1	0	15	0	29	0	0	0	0	0
	APPROACH %	67%	33%	0%	0%	0%	0%	0%	91%	9%	0%	100%	0%						
	APP/DEPART	3	/	1	0	/	1	11	/	10	15	/	17	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	2	0	0	0	0	0	0	7	1	0	10	0	20	0	0	0	0	
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	88%	13%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.000			0.667			0.833		0.714					
	APP/DEPART	2	/	0	0	/	1	8	/	7	10	/	12	0					



INTERSECTION TURNING MOVEMENT COUNTS

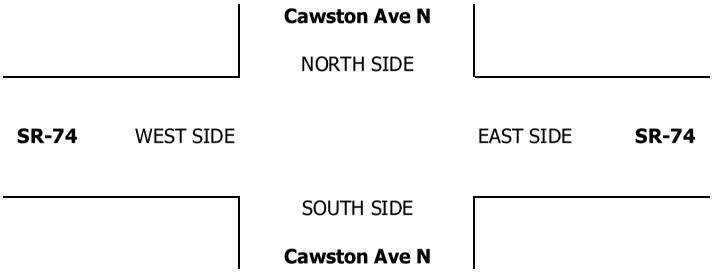
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	7
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

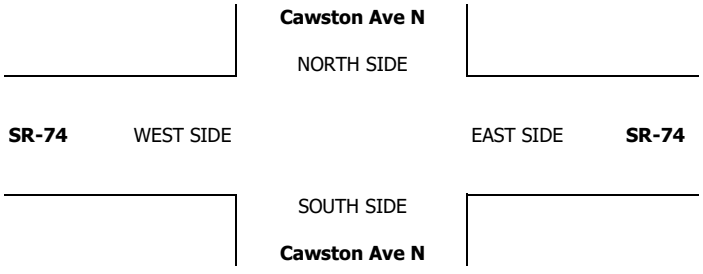
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	7
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	0	0	0	0	0	0	2	0	0	3	0	7	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	2	0	0	1	0	4	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	1	2	0	0	1	0	4	0	0	0	0	0
	8:15 AM	2	0	0	0	0	0	1	1	0	0	0	0	4	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	1	2	0	0	1	0	6	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	2	0	0	0	0	3	0	0	0	0	0
	VOLUMES	6	1	0	0	2	0	3	12	0	0	7	0	31	0	0	0	0	0
	APPROACH %	86%	14%	0%	0%	100%	0%	20%	80%	0%	0%	100%	0%						
	APP/DEPART	7	/	4	2	/	2	15	/	12	7	/	13	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	2	1	0	0	2	0	3	7	0	0	2	0	17	0	0	0	0	
	APPROACH %	67%	33%	0%	0%	100%	0%	30%	70%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.375			0.500			0.833			0.500		0.708					
	APP/DEPART	3	/	4	2	/	2	10	/	7	2	/	4	0					
PM	4:00 PM	0	1	0	0	2	2	0	1	0	0	1	1	8	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:30 PM	1	0	0	0	1	0	0	3	0	0	0	0	5	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	5:30 PM	2	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	0	0	0	2	0	3	0	0	0	0	0
	VOLUMES	3	1	0	1	4	2	0	12	0	0	5	1	29	0	0	0	0	0
	APPROACH %	75%	25%	0%	14%	57%	29%	0%	100%	0%	0%	83%	17%						
	APP/DEPART	4	/	2	7	/	4	12	/	13	6	/	10	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	1	0	0	4	2	0	8	0	0	2	1	19	0	0	0	0	
	APPROACH %	50%	50%	0%	0%	67%	33%	0%	100%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.500			0.375			0.667			0.375		0.594					
	APP/DEPART	2	/	2	6	/	4	8	/	8	3	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Tue, Sep 10, 24

LOCATION: Hemet
NORTH & SOUTH: Cawston Ave N
EAST & WEST: W Acacia Ave

PROJECT #: SC4876
LOCATION #: 8
CONTROL: STOP S

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 2	ER X	WL X	WT 1	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	15	0	0	0	25	0	0	0	46	86	0	0	0	0	0
	7:15 AM	0	0	0	29	0	0	0	26	0	0	0	54	109	0	0	0	0	0
	7:30 AM	0	0	0	24	0	0	0	50	0	0	1	45	120	0	0	0	0	0
	7:45 AM	0	0	0	32	0	0	0	42	0	0	2	44	120	0	0	0	0	0
	8:00 AM	0	0	0	19	0	0	2	51	0	0	0	57	129	0	0	0	0	0
	8:15 AM	0	0	0	17	0	0	0	44	0	0	0	43	104	0	0	0	0	0
	8:30 AM	0	0	0	19	0	1	1	41	0	0	0	39	101	0	0	0	0	0
	8:45 AM	0	0	0	33	0	1	1	53	0	0	0	51	139	0	0	0	0	0
	VOLUMES	0	0	0	188	0	2	4	332	0	0	3	379	908	0	0	0	0	0
	APPROACH %	0%	0%	0%	99%	0%	1%	1%	99%	0%	0%	1%	99%						
	APP/DEPART	0	/	383	190	/	0	336	/	520	382	/	5	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	104	0	0	2	169	0	0	3	200	478	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	1%	99%	0%	0%	1%	99%						
	PEAK HR FACTOR		0.000			0.813			0.807			0.890		0.926					
	APP/DEPART	0	/	202	104	/	0	171	/	273	203	/	3	0					
PM	4:00 PM	0	0	0	37	0	0	0	74	0	0	3	74	188	0	1	0	0	1
	4:15 PM	0	0	0	28	0	0	1	51	0	0	2	67	149	0	0	0	0	0
	4:30 PM	0	0	0	29	0	1	2	62	0	0	3	64	161	0	0	0	0	0
	4:45 PM	0	0	0	45	0	1	1	45	0	0	3	70	165	0	0	0	0	0
	5:00 PM	0	0	0	38	0	0	1	75	0	0	3	52	169	0	0	0	0	0
	5:15 PM	0	0	0	19	0	1	2	74	0	0	2	78	176	0	0	0	0	0
	5:30 PM	0	0	0	26	0	0	0	63	0	0	1	61	151	0	0	0	0	0
	5:45 PM	0	0	0	19	0	0	2	46	0	0	0	36	103	0	0	0	0	0
	VOLUMES	0	0	0	241	0	3	9	490	0	0	17	502	1,262	0	1	0	0	1
	APPROACH %	0%	0%	0%	99%	0%	1%	2%	98%	0%	0%	3%	97%						
	APP/DEPART	0	/	512	244	/	0	499	/	730	519	/	20	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	131	0	3	6	256	0	0	11	264	671	0	0	0	0	
	APPROACH %	0%	0%	0%	98%	0%	2%	2%	98%	0%	0%	4%	96%						
	PEAK HR FACTOR		0.000			0.728			0.862			0.859		0.953					
	APP/DEPART	0	/	270	134	/	0	262	/	387	275	/	14	0					

Cawston Ave N

NORTH LEG

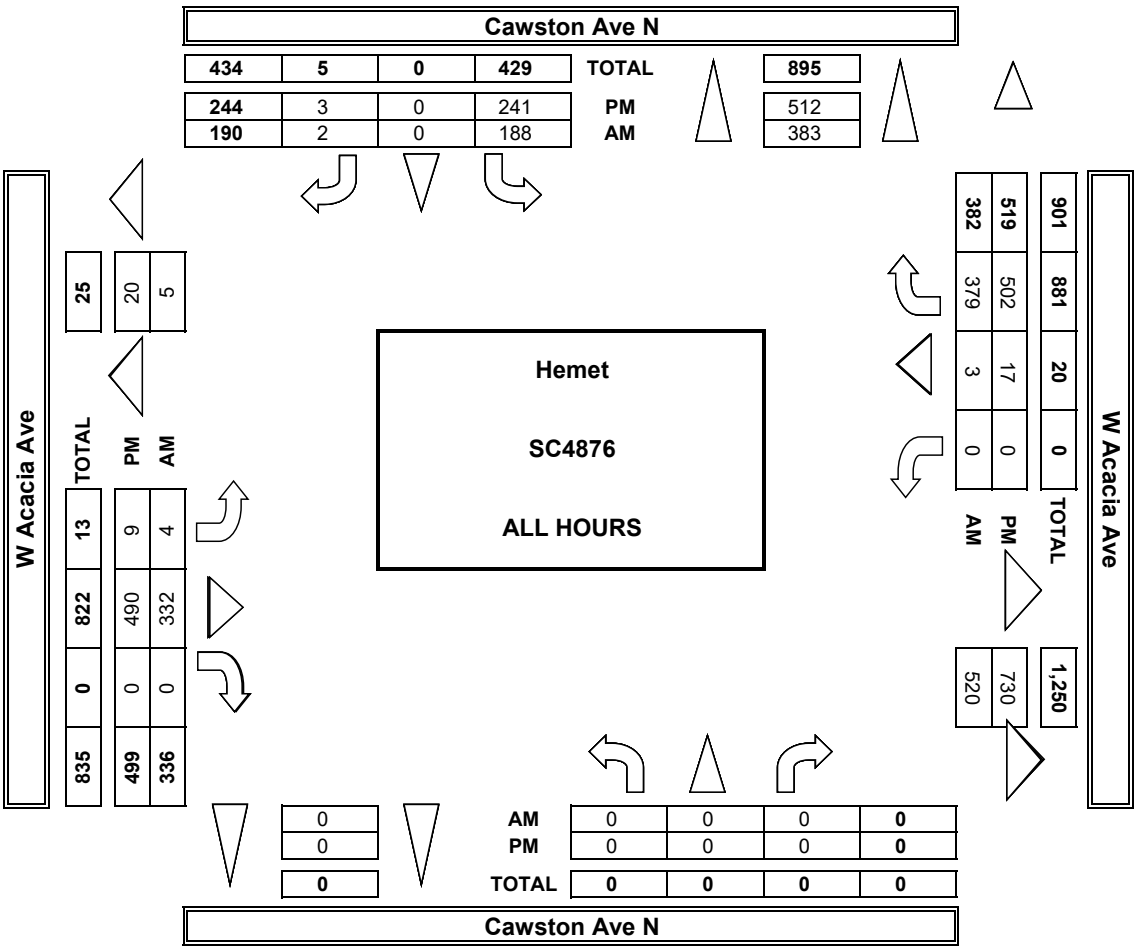
W Acacia Ave WEST LEG EAST LEG **W Acacia Ave**

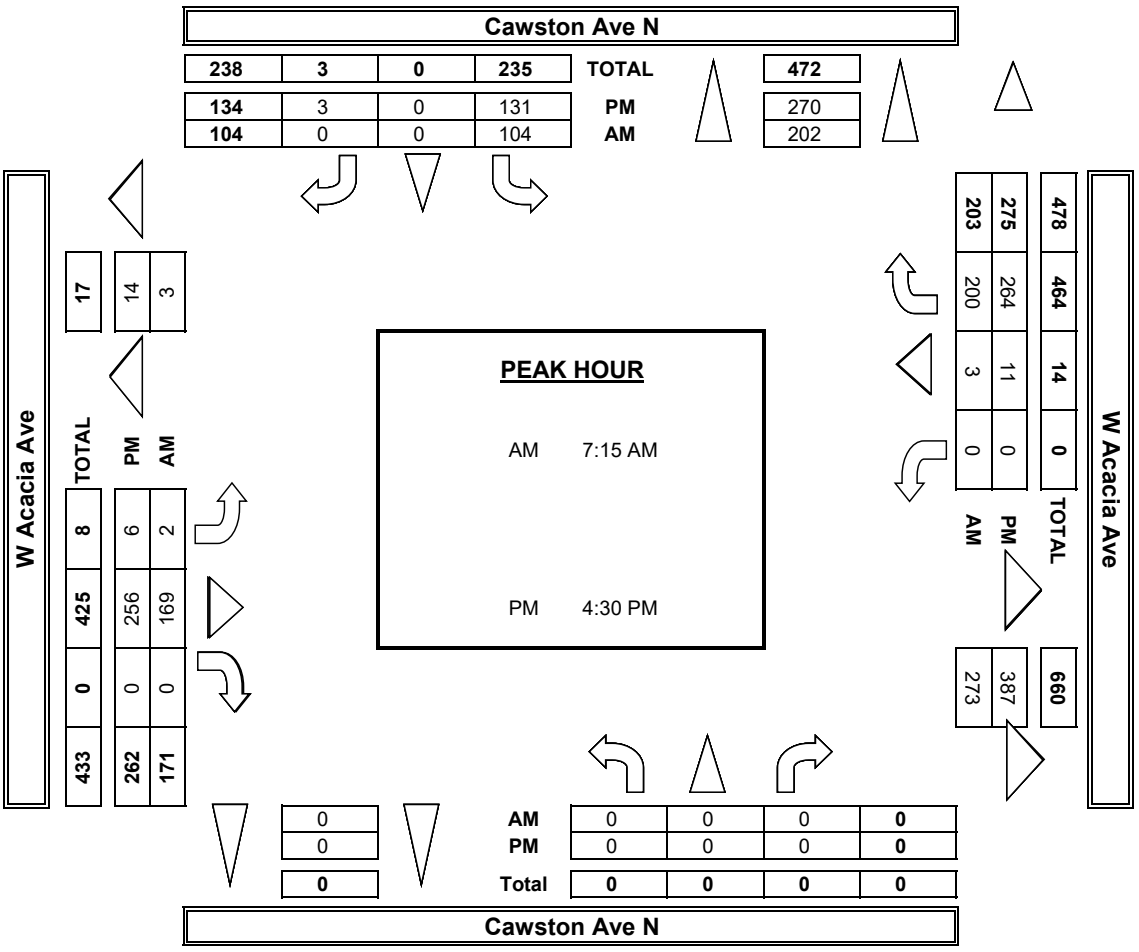
SOUTH LEG

Cawston Ave N

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	8
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	STOP S

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N
	Factor	1	1.5	2	3	2	2			PM	◄ W	E ►
										MD		
										OTHER		S ▼
										OTHER		

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 2	ER X	WL X	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	16	0	0	0	26	0	0	0	51	92					0
	7:15 AM	0	0	0	29	0	0	0	28	0	0	0	58	115					0
	7:30 AM	0	0	0	25	0	0	0	53	0	0	1	52	130					0
	7:45 AM	0	0	0	34	0	0	0	45	0	0	2	49	129					0
	8:00 AM	0	0	0	20	0	0	2	59	0	0	0	62	143					0
	8:15 AM	0	0	0	18	0	0	0	49	0	0	0	48	114					0
	8:30 AM	0	0	0	21	0	1	1	48	0	0	0	43	114					0
	8:45 AM	0	0	0	35	0	2	1	60	0	0	0	53	149					0
	VOLUMES	0	0	0	196	0	3	4	366	0	0	3	413	985	0	0	0	0	0
	APPROACH %	0%	0%	0%	99%	0%	1%	1%	99%	0%	0%	1%	99%						
	APP/DEPART	0	/	417	199	/	0	370	/	562	416	/	6	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	107	0	0	2	185	0	0	3	220	517					
	APPROACH %	0%	0%	0%	100%	0%	0%	1%	99%	0%	0%	1%	99%						
	PEAK HR FACTOR		0.000			0.799			0.764			0.907		0.906					
	APP/DEPART	0	/	222	107	/	0	187	/	292	223	/	3	0					
PM	4:00 PM	0	0	0	41	0	0	0	79	0	0	3	78	201					0
	4:15 PM	0	0	0	29	0	0	1	56	0	0	2	71	158					0
	4:30 PM	0	0	0	31	0	1	3	70	0	0	3	65	172					0
	4:45 PM	0	0	0	46	0	1	1	48	0	0	3	73	171					0
	5:00 PM	0	0	0	39	0	0	1	81	0	0	3	54	178					0
	5:15 PM	0	0	0	19	0	1	2	78	0	0	2	79	181					0
	5:30 PM	0	0	0	27	0	0	0	69	0	0	1	64	161					0
	5:45 PM	0	0	0	19	0	0	2	50	0	0	0	37	108					0
	VOLUMES	0	0	0	250	0	3	10	530	0	0	17	519	1,328	0	0	0	0	0
	APPROACH %	0%	0%	0%	99%	0%	1%	2%	98%	0%	0%	3%	97%						
	APP/DEPART	0	/	529	253	/	0	539	/	779	536	/	20	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	134	0	3	7	276	0	0	11	271	701					
	APPROACH %	0%	0%	0%	98%	0%	2%	2%	98%	0%	0%	4%	96%						
	PEAK HR FACTOR		0.000			0.737			0.861			0.869		0.971					
	APP/DEPART	0	/	277	137	/	0	283	/	410	282	/	14	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

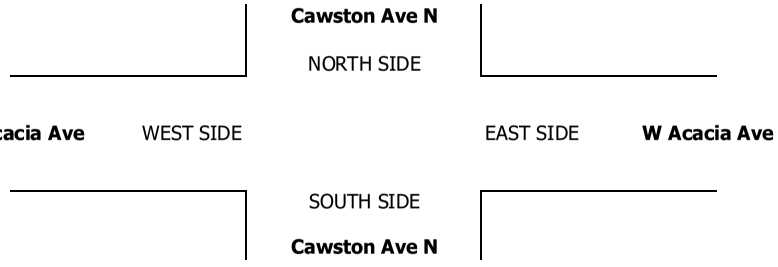
DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	8
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	STOP S

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 2	ER X	WL X	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	13	0	0	0	24	0	0	0	39	76	0	0	0	0	0
	7:15 AM	0	0	0	29	0	0	0	23	0	0	0	50	102	0	0	0	0	0
	7:30 AM	0	0	0	23	0	0	0	46	0	0	1	38	108	0	0	0	0	0
	7:45 AM	0	0	0	29	0	0	0	38	0	0	2	41	110	0	0	0	0	0
	8:00 AM	0	0	0	17	0	0	2	41	0	0	0	52	112	0	0	0	0	0
	8:15 AM	0	0	0	16	0	0	0	39	0	0	0	39	94	0	0	0	0	0
	8:30 AM	0	0	0	17	0	1	1	33	0	0	0	34	86	0	0	0	0	0
	8:45 AM	0	0	0	31	0	0	1	45	0	0	0	48	125	0	0	0	0	0
	VOLUMES	0	0	0	175	0	1	4	289	0	0	3	341	813	0	0	0	0	0
	APPROACH %	0%	0%	0%	99%	0%	1%	1%	99%	0%	0%	1%	99%						
	APP/DEPART	0	/	345	176	/	0	293	/	464	344	/	4	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	98	0	0	2	148	0	0	3	181	432	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	1%	99%	0%	0%	2%	98%						
	PEAK HR FACTOR		0.000			0.845			0.815			0.885		0.964					
	APP/DEPART	0	/	183	98	/	0	150	/	246	184	/	3	0					
PM	4:00 PM	0	0	0	34	0	0	0	68	0	0	3	71	176	0	1	0	0	1
	4:15 PM	0	0	0	27	0	0	1	46	0	0	2	63	139	0	0	0	0	0
	4:30 PM	0	0	0	27	0	1	1	53	0	0	3	63	148	0	0	0	0	0
	4:45 PM	0	0	0	44	0	1	1	41	0	0	3	68	158	0	0	0	0	0
	5:00 PM	0	0	0	37	0	0	1	68	0	0	3	50	159	0	0	0	0	0
	5:15 PM	0	0	0	19	0	1	2	69	0	0	2	76	169	0	0	0	0	0
	5:30 PM	0	0	0	25	0	0	0	56	0	0	1	57	139	0	0	0	0	0
	5:45 PM	0	0	0	19	0	0	2	41	0	0	0	35	97	0	0	0	0	0
	VOLUMES	0	0	0	232	0	3	8	442	0	0	17	483	1,185	0	1	0	0	1
	APPROACH %	0%	0%	0%	99%	0%	1%	2%	98%	0%	0%	3%	97%						
	APP/DEPART	0	/	492	235	/	0	450	/	673	500	/	20	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	127	0	3	5	231	0	0	11	257	634	0	0	0	0	
	APPROACH %	0%	0%	0%	98%	0%	2%	2%	98%	0%	0%	4%	96%						
	PEAK HR FACTOR		0.000			0.722			0.831			0.859		0.938					
	APP/DEPART	0	/	262	130	/	0	236	/	358	268	/	14	0					



INTERSECTION TURNING MOVEMENT COUNTS

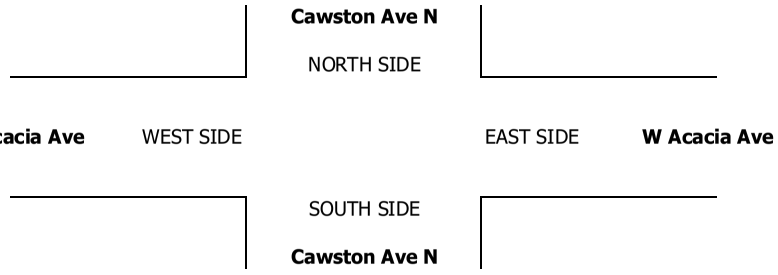
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	8
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	STOP S

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 2	ER X	WL X	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	2	0	0	0	1	0	0	0	5	8	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	4	0	0	0	0	0
	7:30 AM	0	0	0	1	0	0	0	3	0	0	0	4	8	0	0	0	0	0
	7:45 AM	0	0	0	3	0	0	0	2	0	0	0	1	6	0	0	0	0	0
	8:00 AM	0	0	0	2	0	0	0	8	0	0	0	3	13	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	3	0	0	0	1	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	4	0	0	0	3	7	0	0	0	0	0
	8:45 AM	0	0	0	1	0	1	0	3	0	0	0	3	8	0	0	0	0	0
	VOLUMES	0	0	0	10	0	1	0	26	0	0	0	22	59	0	0	0	0	0
	APPROACH %	0%	0%	0%	91%	0%	9%	0%	100%	0%	0%	0%	100%						
	APP/DEPART	0	/	22	11	/	0	26	/	36	22	/	1	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	6	0	0	0	15	0	0	0	10	31	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.500			0.469			0.625		0.596					
	APP/DEPART	0	/	10	6	/	0	15	/	21	10	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	3	0	0	0	3	6	0	0	0	0	0
	4:30 PM	0	0	0	1	0	0	1	5	0	0	0	0	7	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	2	0	0	0	1	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	3	0	0	0	2	5	0	0	0	0	0
	5:30 PM	0	0	0	1	0	0	0	4	0	0	0	2	7	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	4	0	0	0	1	5	0	0	0	0	0
	VOLUMES	0	0	0	3	0	0	1	25	0	0	0	10	39	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	4%	96%	0%	0%	0%	100%						
	APP/DEPART	0	/	11	3	/	0	26	/	28	10	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	2	0	0	1	12	0	0	0	3	18	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	8%	92%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.500			0.542			0.375		0.643					
	APP/DEPART	0	/	4	2	/	0	13	/	14	3	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	8
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	STOP S

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 2	ER X	WL X	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	2	0	0	0	1	4	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	5	0	0	0	2	8	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	100%						
	APP/DEPART	0	/	2	1	/	0	5	/	6	2	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	3	0	0	0	1	4	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.375			0.250		0.500					
	APP/DEPART	0	/	1	0	/	0	3	/	3	1	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	1	0	0	0	0	0	0	0	2	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	2	0	0	0	2	5	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	100%						
	APP/DEPART	0	/	2	1	/	0	2	/	3	2	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	2	3	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.250		0.250					
	APP/DEPART	0	/	2	1	/	0	0	/	1	2	/	0	0					

Cawston Ave N

NORTH SIDE

W Acacia Ave WEST SIDE EAST SIDE **W Acacia Ave**

SOUTH SIDE

Cawston Ave N

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	8
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	STOP S

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 2	ER X	WL X	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	4	0	0	0	7	11	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%						
	APP/DEPART	0	/	7	0	/	0	4	/	4	7	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	2	0	0	0	6	8	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.750		0.667					
	APP/DEPART	0	/	6	0	/	0	2	/	2	6	/	0	0					
PM	4:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	4	0	0	0	3	8	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	100%						
	APP/DEPART	0	/	3	1	/	0	4	/	5	3	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500					
	APP/DEPART	0	/	1	0	/	0	1	/	1	1	/	0	0					

Cawston Ave N

NORTH SIDE

W Acacia Ave WEST SIDE EAST SIDE **W Acacia Ave**

SOUTH SIDE

Cawston Ave N

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	8
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	STOP S

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 2	ER X	WL X	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Cawston Ave N

NORTH SIDE

W Acacia Ave WEST SIDE EAST SIDE **W Acacia Ave**

SOUTH SIDE

Cawston Ave N

INTERSECTION TURNING MOVEMENT COUNTS

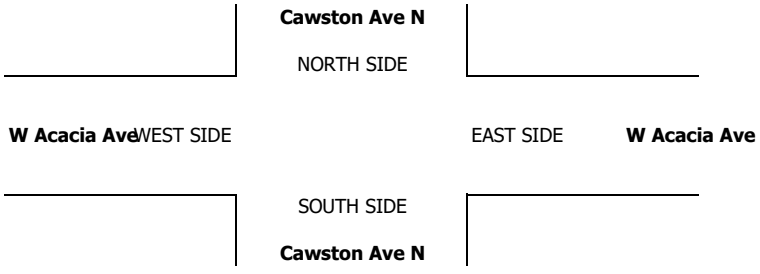
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	Cawston Ave N	LOCATION #:	8
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	STOP S

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cawston Ave N			SOUTHBOUND Cawston Ave N			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 2	ER X	WL X	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	2	3	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	1	0	0	0	1	3	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	5	0	0	0	0	6	0	0	0	0	0
	VOLUMES	0	0	0	2	0	0	0	8	0	0	0	7	17	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	100%						
	APP/DEPART	0	/	7	2	/	0	8	/	10	7	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	2	3	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.500		0.375					
	APP/DEPART	0	/	2	0	/	0	1	/	1	2	/	0	0					
PM	4:00 PM	0	0	0	2	0	0	0	3	0	0	0	1	6	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	1	0	0	0	3	0	0	0	1	5	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	2	3	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	4	0	0	0	17	0	0	0	4	25	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	100%						
	APP/DEPART	0	/	4	4	/	0	17	/	21	4	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	1	0	0	0	12	0	0	0	1	14	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.250			0.600			0.250		0.700					
	APP/DEPART	0	/	1	1	/	0	12	/	13	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
Tue, Sep 10, 24	NORTH & SOUTH:	N Sanderson Ave	LOCATION #:	13
	EAST & WEST:	SR-74	CONTROL:	SIGNAL

NOTES:

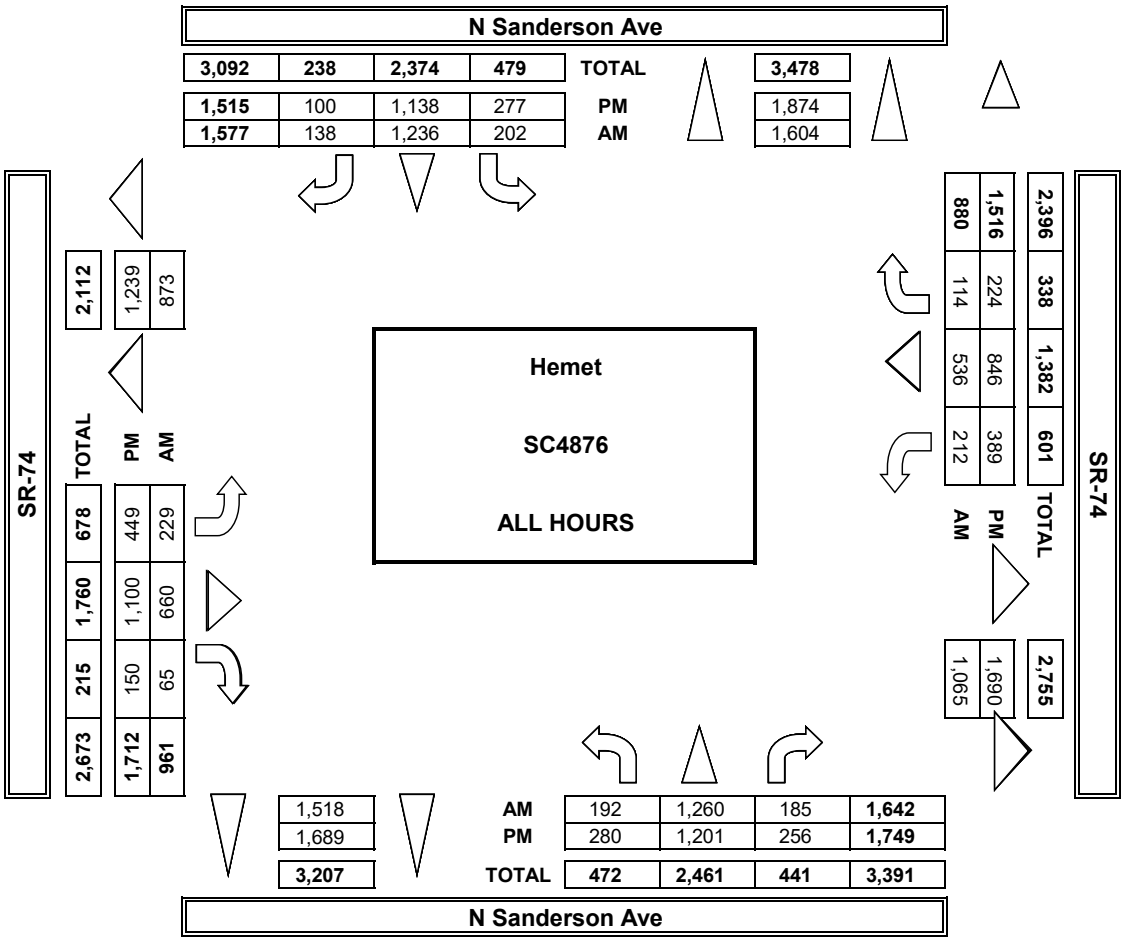
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

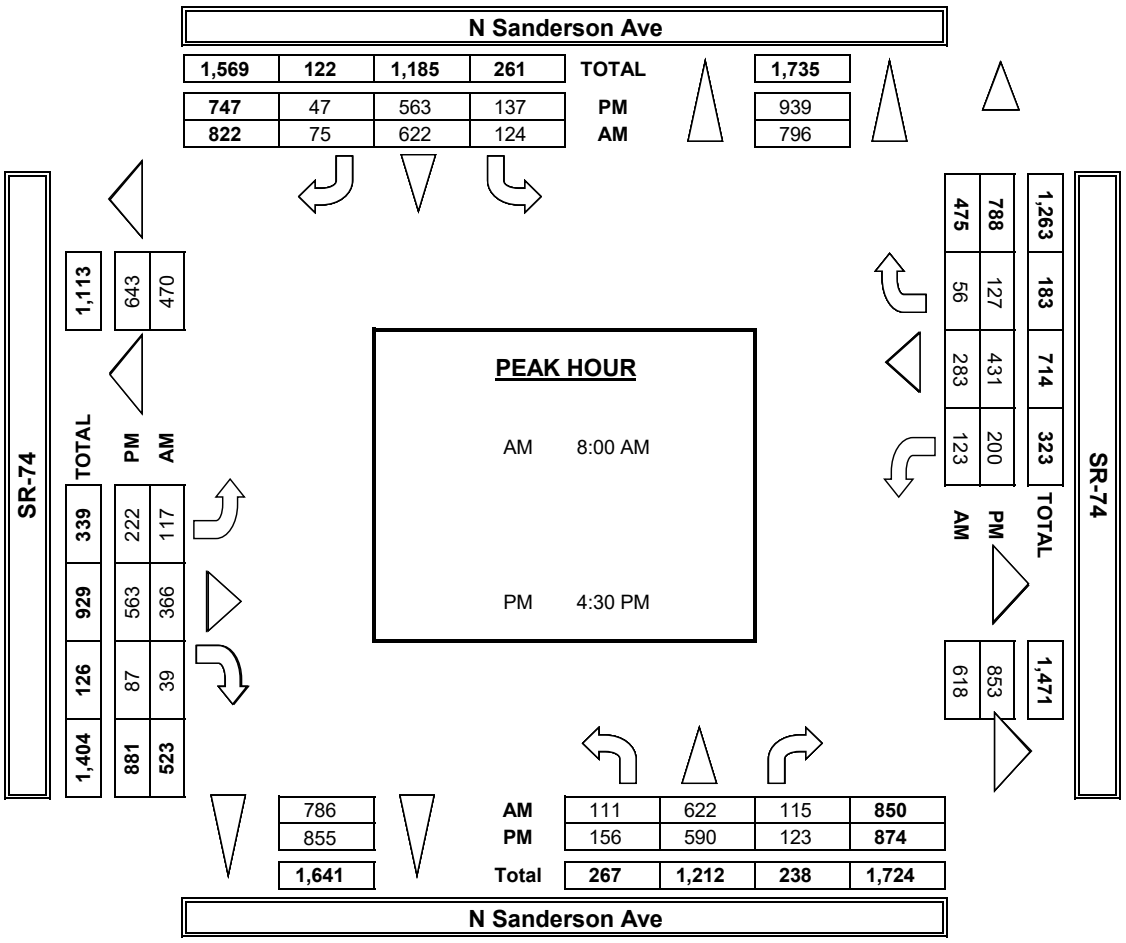
		NORTHBOUND N Sanderson Ave			SOUTHBOUND N Sanderson Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	19	173	17	18	140	17	20	52	4	20	54	11	545	1	0	0	1	2
	7:15 AM	15	130	14	18	145	11	37	65	9	19	68	22	553	0	0	3	2	5
	7:30 AM	23	169	17	27	178	16	12	89	7	22	58	17	635	1	0	1	2	4
	7:45 AM	24	166	22	15	151	19	43	88	6	28	73	8	643	1	0	2	0	3
	8:00 AM	29	142	30	29	143	17	13	76	9	34	70	13	605	0	0	0	7	7
	8:15 AM	24	168	28	23	158	19	40	84	11	28	46	13	642	0	0	1	3	4
	8:30 AM	31	141	25	36	157	18	37	105	7	26	93	12	688	1	1	0	1	3
	8:45 AM	27	171	32	36	164	21	27	101	12	35	74	18	718	1	0	0	2	3
	VOLUMES	192	1,260	185	202	1,236	138	229	660	65	212	536	114	5,060	5	1	7	18	31
	APPROACH %	12%	77%	11%	13%	78%	9%	24%	69%	7%	24%	61%	13%						
	APP/DEPART	1,642	/	1,604	1,577	/	1,518	961	/	1,065	880	/	873	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	111	622	115	124	622	75	117	366	39	123	283	56	2,670	2	1	1	13	
	APPROACH %	13%	73%	14%	15%	76%	9%	22%	70%	7%	26%	60%	12%						
	PEAK HR FACTOR		0.920			0.930			0.878			0.900		0.926					
	APP/DEPART	850	/	796	822	/	786	523	/	618	475	/	470	0					
PM	4:00 PM	32	133	42	32	131	11	55	128	23	42	115	24	768	4	0	0	3	7
	4:15 PM	39	153	36	31	142	15	56	162	15	56	121	26	852	0	0	1	7	8
	4:30 PM	45	145	37	37	140	12	49	142	14	45	97	29	792	3	0	5	8	16
	4:45 PM	35	146	23	32	139	9	43	146	23	50	111	41	798	0	0	0	9	9
	5:00 PM	38	144	32	38	145	10	69	133	18	46	90	28	791	2	0	1	9	12
	5:15 PM	38	155	31	30	139	16	61	142	32	59	133	29	865	0	0	3	4	7
	5:30 PM	26	156	33	39	151	14	68	133	16	39	84	28	787	2	0	2	11	15
	5:45 PM	27	169	22	38	151	13	48	114	9	52	95	19	757	1	0	1	6	8
	VOLUMES	280	1,201	256	277	1,138	100	449	1,100	150	389	846	224	6,492	12	0	13	57	82
	APPROACH %	16%	69%	15%	18%	75%	7%	26%	64%	9%	26%	56%	15%						
	APP/DEPART	1,749	/	1,874	1,515	/	1,689	1,712	/	1,690	1,516	/	1,239	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	156	590	123	137	563	47	222	563	87	200	431	127	3,290	5	0	9	30	
	APPROACH %	18%	68%	14%	18%	75%	6%	25%	64%	10%	25%	55%	16%						
	PEAK HR FACTOR		0.950			0.968			0.925			0.876		0.943					
	APP/DEPART	874	/	939	747	/	855	881	/	853	788	/	643	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	N Sanderson Ave	LOCATION #:	13
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

	NOTES:									
PCE Adjusted	Class	1	2	3	4	5	6			AM PM MD OTHER OTHER
	Factor	1	1.5	2	3	2	2			

▲ N ◄ W E ► S ▼

		NORTHBOUND N Sanderson Ave			SOUTHBOUND N Sanderson Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	20	184	17	19	149	21	21	64	4	22	58	11	587					0
	7:15 AM	17	133	17	19	150	11	42	79	10	21	75	24	594					0
	7:30 AM	29	181	18	28	194	17	12	109	7	26	66	21	705					0
	7:45 AM	26	182	23	18	169	26	50	93	8	29	79	10	710					0
	8:00 AM	32	150	36	35	152	18	13	86	10	36	74	14	654					0
	8:15 AM	26	184	31	27	169	19	42	90	11	30	50	13	690					0
	8:30 AM	34	148	27	37	169	18	40	111	7	30	101	12	733					0
	8:45 AM	27	177	35	39	173	22	28	110	12	37	79	23	759					0
	VOLUMES	210	1,336	201	220	1,323	151	246	741	69	229	579	127	5,430	0	0	0	0	0
	APPROACH %	12%	76%	12%	13%	78%	9%	23%	70%	6%	24%	62%	14%						
	APP/DEPART	1,747	/	1,709	1,694	/	1,620	1,055	/	1,162	935	/	940	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	119	658	128	137	663	77	122	397	40	132	303	62	2,835					
	APPROACH %	13%	73%	14%	16%	76%	9%	22%	71%	7%	27%	61%	12%						
	PEAK HR FACTOR		0.942			0.938			0.887			0.874		0.934					
	APP/DEPART	904	/	841	876	/	835	559	/	661	497	/	499	0					
PM	4:00 PM	34	135	44	33	137	11	56	134	26	42	125	26	800					0
	4:15 PM	39	155	37	31	146	21	57	171	16	57	125	28	881					0
	4:30 PM	45	154	39	38	149	14	49	149	14	47	104	29	830					0
	4:45 PM	36	150	24	32	145	9	43	154	23	52	117	45	829					0
	5:00 PM	38	149	33	38	152	10	69	138	19	46	96	28	813					0
	5:15 PM	38	158	34	31	146	16	62	149	33	60	138	29	891					0
	5:30 PM	26	157	33	39	154	15	69	137	16	40	86	29	799					0
	5:45 PM	28	172	23	39	159	13	49	120	9	55	100	19	783					0
	VOLUMES	283	1,227	266	280	1,187	109	452	1,150	154	397	890	232	6,624	0	0	0	0	0
	APPROACH %	16%	69%	15%	18%	75%	7%	26%	65%	9%	26%	59%	15%						
	APP/DEPART	1,776	/	1,910	1,575	/	1,738	1,755	/	1,695	1,519	/	1,281	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	157	610	129	139	591	49	223	589	88	204	454	131	3,362					
	APPROACH %	18%	68%	14%	18%	76%	6%	25%	65%	10%	26%	58%	17%						
	PEAK HR FACTOR		0.943			0.971			0.927			0.871		0.943					
	APP/DEPART	896	/	963	779	/	883	899	/	856	789	/	660	0					

N Sanderson Ave

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

N Sanderson Ave

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	N Sanderson Ave	LOCATION #:	13
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND N Sanderson Ave			SOUTHBOUND N Sanderson Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	17	158	17	17	124	14	19	39	4	18	49	11	487	1	0	0	1	2
	7:15 AM	13	128	12	16	140	11	32	49	8	16	60	21	506	0	0	2	2	4
	7:30 AM	19	155	16	25	159	15	12	65	7	19	52	14	558	1	0	1	2	4
	7:45 AM	22	151	21	12	133	15	39	78	5	26	67	7	576	1	0	2	0	3
	8:00 AM	25	131	24	24	136	15	13	64	7	31	65	12	547	0	0	0	5	5
	8:15 AM	23	156	25	19	143	19	39	76	11	25	41	13	590	0	0	1	3	4
	8:30 AM	28	134	23	34	146	18	34	95	7	21	86	12	638	1	1	0	1	3
	8:45 AM	27	164	30	34	152	19	26	92	12	33	71	15	675	1	0	0	2	3
	VOLUMES	174	1,177	168	181	1,133	126	214	558	61	189	491	105	4,605	5	1	6	16	28
	APPROACH %	11%	77%	11%	13%	79%	9%	26%	67%	7%	24%	61%	13%						
	APP/DEPART	1,524	/	1,497	1,441	/	1,388	839	/	923	801	/	797	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	103	585	102	111	577	71	112	327	37	110	263	52	2,465	2	1	1	11	
	APPROACH %	13%	74%	13%	15%	76%	9%	23%	69%	8%	25%	60%	12%						
	PEAK HR FACTOR		0.892			0.927			0.877			0.901		0.909					
	APP/DEPART	792	/	750	760	/	726	477	/	551	436	/	438	0					
PM	4:00 PM	30	130	39	31	123	11	54	122	21	42	107	21	731	4	0	0	2	6
	4:15 PM	39	151	35	31	134	12	55	155	14	55	114	24	819	0	0	1	7	8
	4:30 PM	45	136	35	35	130	11	49	135	14	43	91	29	753	3	0	4	8	15
	4:45 PM	33	140	22	32	133	9	43	139	23	48	105	38	765	0	0	0	9	9
	5:00 PM	38	139	31	38	136	10	69	126	17	46	83	28	761	2	0	1	9	12
	5:15 PM	38	150	29	29	131	16	60	132	31	58	127	29	830	0	0	3	4	7
	5:30 PM	26	155	33	39	146	13	67	126	16	38	81	27	767	2	0	2	11	15
	5:45 PM	26	165	21	37	142	13	47	107	9	48	91	19	725	1	0	1	6	8
	VOLUMES	275	1,166	245	272	1,075	95	444	1,042	145	378	799	215	6,231	12	0	12	56	80
	APPROACH %	16%	69%	14%	19%	75%	7%	27%	63%	9%	26%	55%	15%						
	APP/DEPART	1,698	/	1,825	1,442	/	1,610	1,643	/	1,615	1,448	/	1,181	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	154	565	117	134	530	46	221	532	85	195	406	124	3,152	5	0	8	30	
	APPROACH %	18%	67%	14%	19%	75%	6%	26%	63%	10%	26%	54%	16%						
	PEAK HR FACTOR		0.960			0.965			0.936			0.866		0.941					
	APP/DEPART	841	/	910	710	/	815	846	/	813	755	/	614	0					

N Sanderson Ave

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

N Sanderson Ave

INTERSECTION TURNING MOVEMENT COUNTS

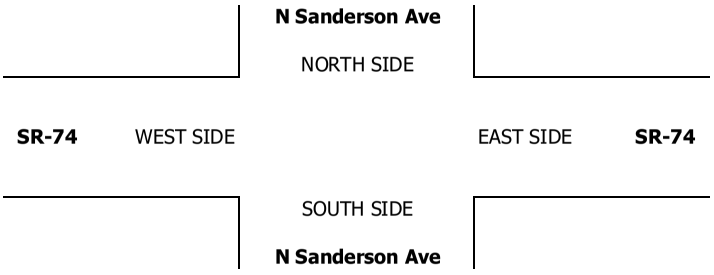
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	N Sanderson Ave	LOCATION #:	13
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND N Sanderson Ave			SOUTHBOUND N Sanderson Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	12	0	1	15	1	1	7	0	1	3	0	43	0	0	0	0	0
	7:15 AM	1	1	1	2	3	0	3	11	1	2	5	0	30	0	0	1	0	1
	7:30 AM	1	9	1	2	13	0	0	14	0	1	1	1	43	0	0	0	0	0
	7:45 AM	1	9	1	2	11	1	1	10	0	2	3	0	41	0	0	0	0	0
	8:00 AM	2	9	3	3	3	2	0	8	2	2	4	0	38	0	0	0	1	1
	8:15 AM	0	3	1	3	10	0	0	6	0	3	4	0	30	0	0	0	0	0
	8:30 AM	2	4	0	2	6	0	1	8	0	3	3	0	29	0	0	0	0	0
	8:45 AM	0	5	1	1	10	2	1	5	0	0	1	1	27	0	0	0	0	0
	VOLUMES	9	52	8	16	71	6	7	69	3	14	24	2	283	0	0	1	1	2
	APPROACH %	13%	75%	12%	17%	76%	6%	9%	86%	4%	34%	59%	5%						
	APP/DEPART	69	/	61	93	/	88	80	/	94	41	/	40	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	4	21	5	9	29	4	2	27	2	8	12	1	125	0	0	0	1	
	APPROACH %	13%	70%	17%	21%	69%	10%	6%	87%	6%	36%	55%	5%						
	PEAK HR FACTOR		0.536			0.808			0.775			0.786		0.801					
	APP/DEPART	30	/	24	42	/	39	31	/	42	22	/	20	0					
PM	4:00 PM	1	3	2	1	6	0	1	3	1	0	2	3	23	0	0	0	1	1
	4:15 PM	0	1	0	0	8	0	1	2	1	1	6	1	21	0	0	0	0	0
	4:30 PM	0	6	1	2	7	0	0	3	0	0	2	0	21	0	0	1	0	1
	4:45 PM	2	5	0	0	4	0	0	2	0	1	3	0	17	0	0	0	0	0
	5:00 PM	0	3	1	0	7	0	0	5	1	0	5	0	22	0	0	0	0	0
	5:15 PM	0	5	0	1	4	0	1	7	1	1	4	0	24	0	0	0	0	0
	5:30 PM	0	1	0	0	4	1	1	6	0	1	3	0	17	0	0	0	0	0
	5:45 PM	1	3	0	1	7	0	1	5	0	2	0	0	20	0	0	0	0	0
	VOLUMES	4	27	4	5	47	1	5	33	4	6	25	4	167	0	0	1	1	2
	APPROACH %	11%	77%	11%	9%	89%	2%	12%	77%	9%	17%	69%	11%						
	APP/DEPART	35	/	36	53	/	57	43	/	43	36	/	31	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	2	19	2	3	22	0	1	17	2	2	14	0	85	0	0	1	0	
	APPROACH %	9%	83%	9%	12%	88%	0%	5%	81%	10%	13%	88%	0%						
	PEAK HR FACTOR		0.821			0.694			0.583			0.800		0.885					
	APP/DEPART	23	/	20	25	/	26	21	/	22	16	/	17	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	N Sanderson Ave	LOCATION #:	13
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

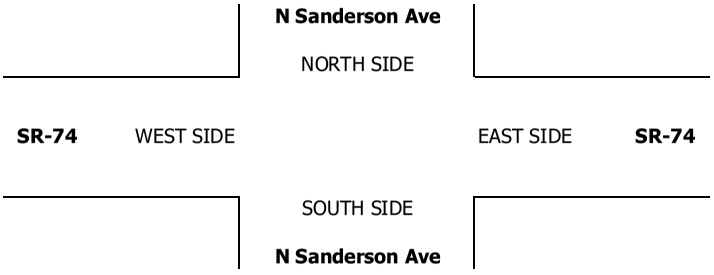
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND N Sanderson Ave			SOUTHBOUND N Sanderson Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	1	1	0	3	0	0	1	0	7	0	0	0	0	0
	7:15 AM	1	0	0	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0
	7:30 AM	1	2	0	0	3	1	0	5	0	1	2	1	16	0	0	0	0	0
	7:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	8:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:30 AM	0	1	1	0	0	0	1	0	0	0	1	0	4	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	VOLUMES	4	8	1	0	8	2	1	10	0	1	5	1	42	0	0	0	1	1
	APPROACH %	31%	62%	8%	0%	80%	20%	9%	91%	0%	13%	63%	13%						
	APP/DEPART	13	/	10	10	/	9	11	/	12	8	/	11	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	1	5	1	0	2	0	1	1	0	0	1	0	13	0	0	0	1	
	APPROACH %	14%	71%	14%	0%	100%	0%	50%	50%	0%	0%	50%	0%						
	PEAK HR FACTOR		0.875			0.250			0.500			0.500		0.813					
	APP/DEPART	7	/	6	2	/	2	2	/	3	2	/	2	0					
PM	4:00 PM	1	0	0	0	1	0	0	1	0	0	1	0	4	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	1	0	0	1	1	4	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	2	0	0	1	0	0	1	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	3	1	0	6	0	0	3	0	0	6	2	22	0	0	0	0	0
	APPROACH %	20%	60%	20%	0%	100%	0%	0%	100%	0%	0%	75%	25%						
	APP/DEPART	5	/	5	6	/	6	3	/	4	8	/	7	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1	1	0	4	0	0	2	0	0	4	1	13	0	0	0	0	
	APPROACH %	0%	50%	50%	0%	100%	0%	0%	100%	0%	0%	80%	20%						
	PEAK HR FACTOR		0.500			0.500			0.500			0.625		0.813					
	APP/DEPART	2	/	2	4	/	4	2	/	3	5	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	N Sanderson Ave	LOCATION #:	13
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND N Sanderson Ave			SOUTHBOUND N Sanderson Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	0	1	0	2	0	0	0	0	5	0	0	0	0	0
	7:15 AM	0	1	1	0	1	0	1	3	0	0	1	1	9	0	0	0	0	0
	7:30 AM	2	2	0	0	3	0	0	3	0	1	2	1	14	0	0	0	0	0
	7:45 AM	0	5	0	1	5	3	3	0	1	0	1	1	20	0	0	0	0	0
	8:00 AM	0	1	1	2	3	0	0	2	0	0	1	0	10	0	0	0	0	0
	8:15 AM	1	5	0	1	1	0	1	1	0	0	1	0	11	0	0	0	0	0
	8:30 AM	1	2	0	0	4	0	0	0	0	0	2	0	9	0	0	0	0	0
	8:45 AM	0	1	1	1	2	0	0	2	0	0	2	2	11	0	0	0	0	0
	VOLUMES	4	19	3	5	19	4	5	13	1	1	10	5	89	0	0	0	0	0
	APPROACH %	15%	73%	12%	18%	68%	14%	26%	68%	5%	6%	63%	31%						
	APP/DEPART	26	/	29	28	/	21	19	/	21	16	/	18	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	2	9	2	4	10	0	1	5	0	0	6	2	41	0	0	0	0	
	APPROACH %	15%	69%	15%	29%	71%	0%	17%	83%	0%	0%	75%	25%						
	PEAK HR FACTOR		0.542			0.700			0.750			0.500		0.932					
	APP/DEPART	13	/	12	14	/	10	6	/	11	8	/	8	0					
PM	4:00 PM	0	0	0	0	1	0	0	1	1	0	3	0	6	0	0	0	0	0
	4:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	6	0	0	0	0	0
	4:30 PM	0	3	0	0	2	1	0	1	0	0	2	0	9	0	0	0	0	0
	4:45 PM	0	0	0	0	2	0	0	2	0	0	1	1	6	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	5:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	2	0	0	1	0	0	1	0	4	0	0	0	0	0
	VOLUMES	0	4	1	0	9	4	0	8	1	0	9	1	37	0	0	0	0	0
	APPROACH %	0%	80%	20%	0%	69%	31%	0%	89%	11%	0%	90%	10%						
	APP/DEPART	5	/	5	13	/	10	9	/	9	10	/	13	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	4	1	0	6	1	0	3	0	0	5	1	21	0	0	0	0	
	APPROACH %	0%	80%	20%	0%	86%	14%	0%	100%	0%	0%	83%	17%						
	PEAK HR FACTOR		0.417			0.583			0.375			0.750		0.583					
	APP/DEPART	5	/	5	7	/	6	3	/	4	6	/	6	0					

N Sanderson Ave

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

N Sanderson Ave

INTERSECTION TURNING MOVEMENT COUNTS

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

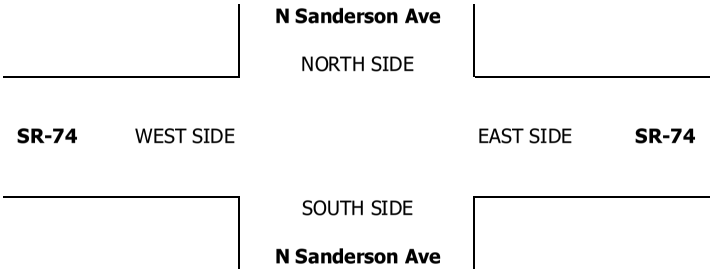
DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	N Sanderson Ave	LOCATION #:	13
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND N Sanderson Ave			SOUTHBOUND N Sanderson Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	0	1	/	1	0	/	1	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
	APP/DEPART	1	/	0	1	/	1	0	/	1	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

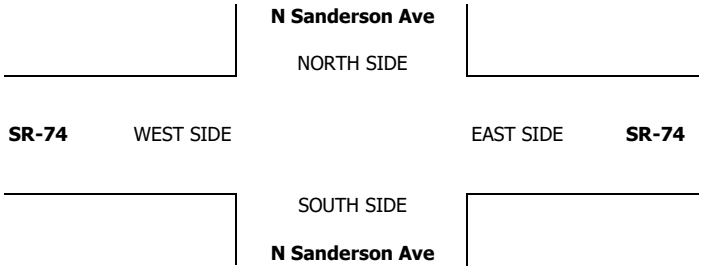
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	N Sanderson Ave	LOCATION #:	13
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND N Sanderson Ave			SOUTHBOUND N Sanderson Ave			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	3	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	1	1	0	1	2	0	5	0	0	0	0	0
	7:30 AM	0	1	0	0	0	0	0	2	0	0	1	0	4	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	8:00 AM	1	0	1	0	1	0	0	2	0	1	0	1	7	0	0	0	0	0
	8:15 AM	0	2	2	0	1	0	0	1	0	0	0	0	6	0	0	0	0	0
	8:30 AM	0	0	1	0	1	0	1	2	0	2	1	0	8	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	2	0	0	3	0	0	0	0	0
	VOLUMES	1	4	4	0	4	0	2	10	0	7	6	1	39	0	0	0	0	0
	APPROACH %	11%	44%	44%	0%	100%	0%	17%	83%	0%	50%	43%	7%						
	APP/DEPART	9	/	7	4	/	11	12	/	14	14	/	7	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	1	2	4	0	3	0	1	6	0	5	1	1	24	0	0	0	0	
	APPROACH %	14%	29%	57%	0%	100%	0%	14%	86%	0%	71%	14%	14%						
	PEAK HR FACTOR		0.438			0.750			0.583			0.583		0.750					
	APP/DEPART	7	/	4	3	/	8	7	/	10	7	/	2	0					
PM	4:00 PM	0	0	1	0	0	0	0	1	0	0	2	0	4	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	1	0	0	0	1	3	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	3	0	2	0	0	6	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	2	0	1	1	1	6	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	5:15 PM	0	0	1	0	1	0	0	2	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	0	1	0	2	2	0	6	0	0	0	0	0
	VOLUMES	0	1	5	0	1	0	0	13	0	5	6	2	33	0	0	0	0	0
	APPROACH %	0%	17%	83%	0%	100%	0%	0%	100%	0%	38%	46%	15%						
	APP/DEPART	6	/	3	1	/	6	13	/	18	13	/	6	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1	2	0	1	0	0	9	0	3	2	1	19	0	0	0	0	
	APPROACH %	0%	33%	67%	0%	100%	0%	0%	100%	0%	50%	33%	17%						
	PEAK HR FACTOR		0.750			0.250			0.750			0.500		0.792					
	APP/DEPART	3	/	2	1	/	4	9	/	11	6	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

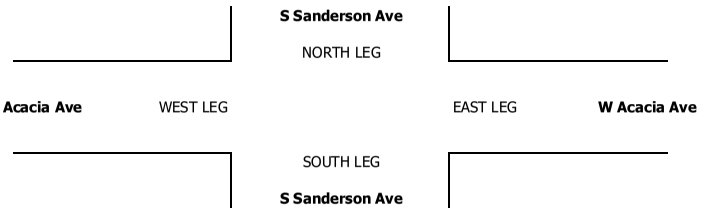
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
Tue, Sep 10, 24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	14
	EAST & WEST:	W Acacia Ave	CONTROL:	SIGNAL

NOTES:

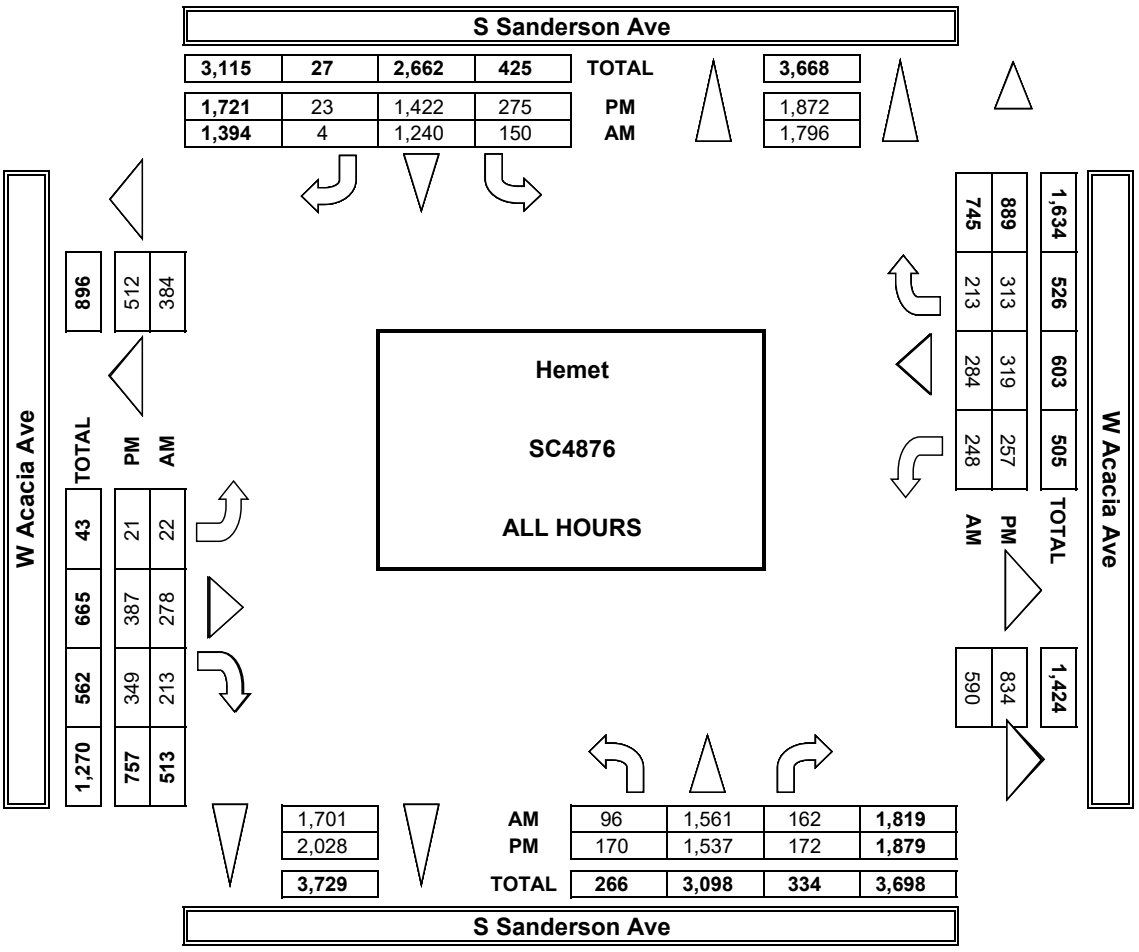
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

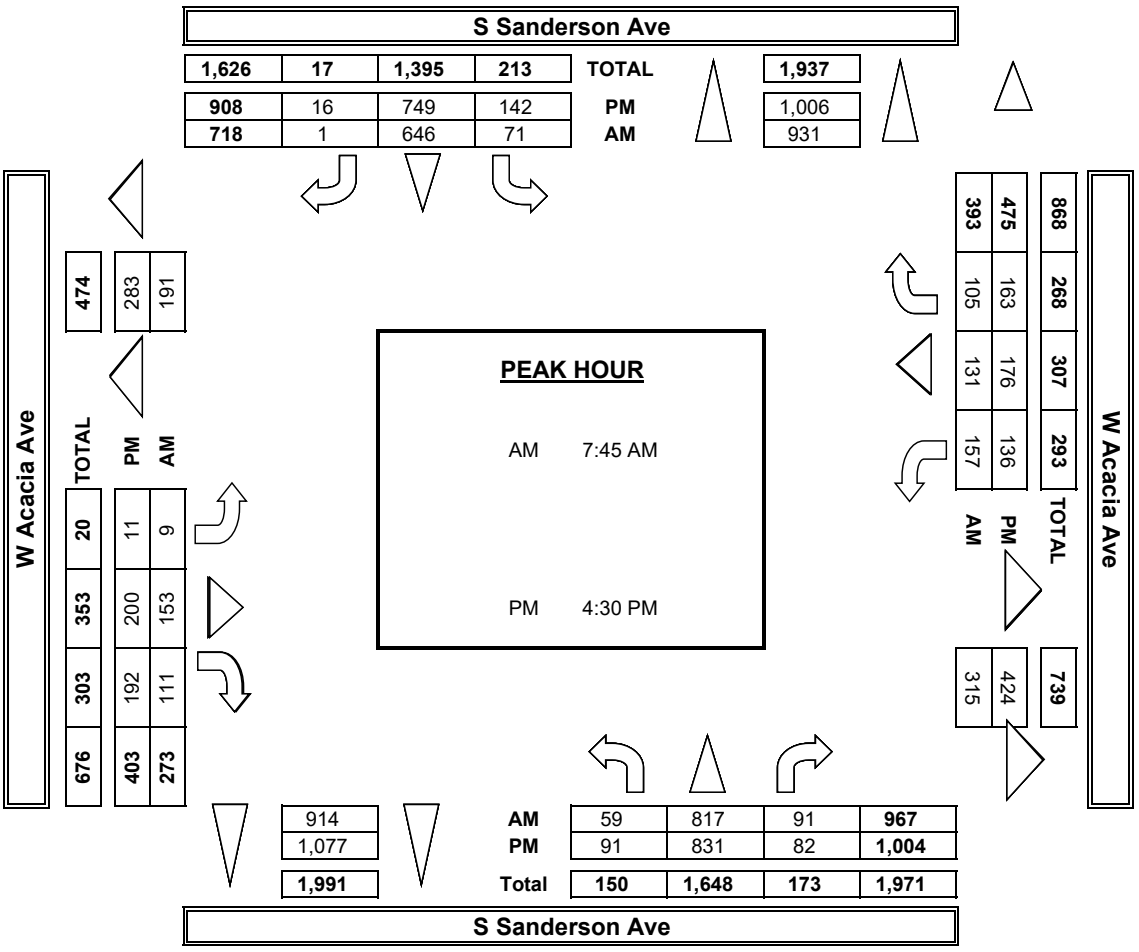
		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL 0
AM	7:00 AM	8	184	16	18	137	0	1	23	16	22	39	21	485	0	0	0	0	0
	7:15 AM	5	152	19	14	163	2	0	20	29	19	43	22	488	0	0	0	0	0
	7:30 AM	11	196	26	18	151	0	4	42	30	24	33	26	561	0	0	0	0	0
	7:45 AM	12	201	24	13	181	0	4	39	32	42	34	17	599	0	0	0	0	0
	8:00 AM	17	204	12	29	155	0	5	39	28	38	46	28	601	0	0	0	0	0
	8:15 AM	14	207	24	12	165	0	0	30	29	45	27	27	580	0	0	0	0	0
	8:30 AM	16	205	31	17	145	1	0	45	22	32	24	33	571	0	0	0	0	0
	8:45 AM	13	212	10	29	143	1	8	40	27	26	38	39	586	0	0	0	0	0
	VOLUMES	96	1,561	162	150	1,240	4	22	278	213	248	284	213	4,471	0	0	0	0	0
	APPROACH %	5%	86%	9%	11%	89%	0%	4%	54%	42%	33%	38%	29%						
	APP/DEPART	1,819	/	1,796	1,394	/	1,701	513	/	590	745	/	384	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	59	817	91	71	646	1	9	153	111	157	131	105	2,351	0	0	0	0	
	APPROACH %	6%	84%	9%	10%	90%	0%	3%	56%	41%	40%	33%	27%						
	PEAK HR FACTOR		0.959			0.925			0.910			0.877		0.978					
	APP/DEPART	967	/	931	718	/	914	273	/	315	393	/	191	0					
PM	4:00 PM	20	184	28	31	160	3	5	45	48	27	36	27	614	0	0	0	0	0
	4:15 PM	19	179	23	37	178	0	3	49	38	36	48	47	657	0	0	0	0	0
	4:30 PM	20	215	16	25	176	2	3	45	44	34	49	45	674	0	1	0	0	1
	4:45 PM	26	209	13	34	196	9	5	41	53	26	40	35	687	0	0	0	0	0
	5:00 PM	22	200	27	42	182	3	1	59	44	42	37	37	696	0	0	0	0	0
	5:15 PM	23	207	26	41	195	2	2	55	51	34	50	46	732	0	0	0	0	0
	5:30 PM	25	188	25	36	167	3	2	48	42	33	37	40	646	0	0	0	0	0
	5:45 PM	15	155	14	29	168	1	0	45	29	25	22	36	539	0	0	0	0	0
	VOLUMES	170	1,537	172	275	1,422	23	21	387	349	257	319	313	5,246	0	1	0	0	1
	APPROACH %	9%	82%	9%	16%	83%	1%	3%	51%	46%	29%	36%	35%						
	APP/DEPART	1,879	/	1,872	1,721	/	2,028	757	/	834	889	/	512	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	91	831	82	142	749	16	11	200	192	136	176	163	2,790	0	1	0	0	
	APPROACH %	9%	83%	8%	16%	82%	2%	3%	50%	48%	29%	37%	34%						
	PEAK HR FACTOR		0.980			0.950			0.933			0.913		0.953					
	APP/DEPART	1,004	/	1,006	908	/	1,077	403	/	424	475	/	283	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	14
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD		S	
										OTHER			
										OTHER		▼	

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	9	197	17	19	147	0	1	25	17	24	43	22	519					0
	7:15 AM	6	161	21	14	172	2	0	21	30	20	46	23	513					0
	7:30 AM	12	215	28	21	165	0	4	43	33	25	40	28	612					0
	7:45 AM	15	218	24	19	200	0	4	41	35	43	36	18	651					0
	8:00 AM	22	220	13	31	167	0	6	48	29	41	47	31	652					0
	8:15 AM	18	228	24	14	180	0	0	36	31	46	28	28	631					0
	8:30 AM	19	214	32	19	160	1	0	52	23	34	27	34	613					0
	8:45 AM	14	227	11	30	156	1	8	46	27	29	39	39	625					0
	VOLUMES	112	1,678	168	165	1,345	4	23	311	223	259	305	222	4,814	0	0	0	0	0
	APPROACH %	6%	86%	9%	11%	89%	0%	4%	56%	40%	33%	39%	28%						
	APP/DEPART	1,958	/	1,923	1,514	/	1,827	557	/	644	786	/	421	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	73	880	93	82	706	1	10	176	117	163	137	110	2,547					
	APPROACH %	7%	84%	9%	10%	89%	0%	3%	58%	39%	40%	33%	27%						
	PEAK HR FACTOR		0.969			0.905			0.924			0.872		0.977					
	APP/DEPART	1,045	/	1,000	789	/	986	303	/	351	410	/	211	0					
PM	4:00 PM	21	190	29	32	169	4	5	52	51	28	39	28	644					0
	4:15 PM	21	182	23	38	184	0	3	51	43	37	50	48	680					0
	4:30 PM	20	229	17	25	190	2	3	52	48	35	50	45	715					0
	4:45 PM	28	217	13	35	205	9	5	44	55	27	41	35	712					0
	5:00 PM	24	207	30	43	190	3	1	65	45	43	38	37	723					0
	5:15 PM	24	213	27	42	204	2	2	59	51	35	50	48	756					0
	5:30 PM	25	191	25	37	172	3	2	54	43	34	41	41	666					0
	5:45 PM	15	159	15	30	176	1	0	47	30	25	23	36	554					0
	VOLUMES	177	1,586	177	280	1,489	24	21	423	363	263	331	317	5,448	0	0	0	0	0
	APPROACH %	9%	82%	9%	16%	83%	1%	3%	52%	45%	29%	36%	35%						
	APP/DEPART	1,940	/	1,924	1,792	/	2,114	807	/	880	910	/	531	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	95	865	86	145	789	16	11	220	198	139	179	165	2,905					
	APPROACH %	9%	83%	8%	15%	83%	2%	3%	51%	46%	29%	37%	34%						
	PEAK HR FACTOR		0.984			0.955			0.955			0.909		0.961					
	APP/DEPART	1,046	/	1,040	949	/	1,125	428	/	450	482	/	290	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	14
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	7	166	15	16	120	0	1	20	14	20	32	19	430	0	0	0	0	0
	7:15 AM	4	142	16	14	151	2	0	19	28	18	41	20	455	0	0	0	0	0
	7:30 AM	10	170	23	14	134	0	4	40	26	23	27	22	493	0	0	0	0	0
	7:45 AM	9	183	24	9	160	0	4	36	28	41	33	15	542	0	0	0	0	0
	8:00 AM	12	181	11	25	142	0	4	28	27	34	45	24	533	0	0	0	0	0
	8:15 AM	10	185	24	10	142	0	0	21	28	43	26	25	514	0	0	0	0	0
	8:30 AM	11	194	29	16	127	1	0	38	20	29	20	32	517	0	0	0	0	0
	8:45 AM	12	192	8	28	125	1	8	33	27	21	36	39	530	0	0	0	0	0
	VOLUMES	75	1,413	150	132	1,101	4	21	235	198	229	260	196	4,014	0	0	0	0	0
	APPROACH %	5%	86%	9%	11%	89%	0%	5%	52%	44%	33%	38%	29%						
	APP/DEPART	1,638	/	1,630	1,237	/	1,528	454	/	517	685	/	339	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	42	743	88	60	571	1	8	123	103	147	124	96	2,106	0	0	0	0	
	APPROACH %	5%	85%	10%	9%	90%	0%	3%	53%	44%	40%	34%	26%						
	PEAK HR FACTOR		0.933			0.935			0.860			0.891		0.971					
	APP/DEPART	873	/	847	632	/	821	234	/	271	367	/	167	0					
PM	4:00 PM	19	174	27	30	148	2	5	39	45	26	34	26	575	0	0	0	0	0
	4:15 PM	18	174	23	35	166	0	3	46	35	35	44	46	625	0	0	0	0	0
	4:30 PM	20	198	14	25	156	2	3	35	40	33	48	45	619	0	1	0	0	1
	4:45 PM	25	197	13	33	186	9	5	38	51	24	39	35	655	0	0	0	0	0
	5:00 PM	20	190	24	41	170	3	1	52	43	41	36	37	658	0	0	0	0	0
	5:15 PM	22	196	25	40	182	2	2	49	51	32	50	44	695	0	0	0	0	0
	5:30 PM	25	183	25	35	158	3	2	41	41	31	32	38	614	0	0	0	0	0
	5:45 PM	15	149	13	28	158	1	0	44	28	25	21	36	518	0	0	0	0	0
	VOLUMES	164	1,461	164	267	1,324	22	21	344	334	247	304	307	4,960	0	1	0	0	1
	APPROACH %	9%	82%	9%	17%	82%	1%	3%	49%	48%	29%	35%	36%						
	APP/DEPART	1,789	/	1,790	1,614	/	1,905	699	/	775	858	/	490	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	87	781	76	139	694	16	11	174	185	130	173	161	2,628	0	1	0	0	
	APPROACH %	9%	83%	8%	16%	82%	2%	3%	47%	50%	28%	37%	35%						
	PEAK HR FACTOR		0.971			0.932			0.907			0.921		0.945					
	APP/DEPART	944	/	954	850	/	1,009	370	/	389	464	/	276	0					

S Sanderson Ave

NORTH SIDE

W Acacia Ave WEST SIDE EAST SIDE **W Acacia Ave**

SOUTH SIDE

S Sanderson Ave

INTERSECTION TURNING MOVEMENT COUNTS

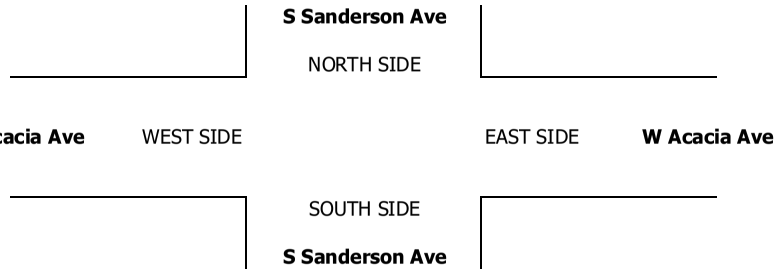
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	14
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	15	1	2	15	0	0	2	2	1	6	2	47	0	0	0	0	0
	7:15 AM	1	7	3	0	9	0	0	0	1	1	0	2	24	0	0	0	0	0
	7:30 AM	0	20	3	3	12	0	0	2	3	1	3	4	51	0	0	0	0	0
	7:45 AM	2	12	0	1	15	0	0	2	3	1	0	2	38	0	0	0	0	0
	8:00 AM	3	18	1	4	8	0	0	9	1	3	1	3	51	0	0	0	0	0
	8:15 AM	1	12	0	1	19	0	0	6	0	2	1	2	44	0	0	0	0	0
	8:30 AM	5	7	2	0	12	0	0	3	2	2	2	1	36	0	0	0	0	0
	8:45 AM	1	15	2	1	14	0	0	3	0	5	2	0	43	0	0	0	0	0
	VOLUMES	14	106	12	12	104	0	0	27	12	16	15	16	334	0	0	0	0	0
	APPROACH %	11%	80%	9%	10%	90%	0%	0%	69%	31%	34%	32%	34%						
	APP/DEPART	132	/	122	116	/	132	39	/	51	47	/	29	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	11	49	3	6	54	0	0	20	6	8	4	8	169	0	0	0	0	
	APPROACH %	17%	78%	5%	10%	90%	0%	0%	77%	23%	40%	20%	40%						
	PEAK HR FACTOR		0.716			0.750			0.650			0.714		0.828					
	APP/DEPART	63	/	57	60	/	68	26	/	29	20	/	15	0					
PM	4:00 PM	1	8	1	1	10	1	0	1	1	1	0	1	26	0	0	0	0	0
	4:15 PM	0	4	0	2	12	0	0	2	0	0	4	1	25	0	0	0	0	0
	4:30 PM	0	13	2	0	16	0	0	6	3	1	0	0	41	0	0	0	0	0
	4:45 PM	0	9	0	0	7	0	0	1	1	2	1	0	21	0	0	0	0	0
	5:00 PM	1	9	1	1	10	0	0	2	1	1	0	0	26	0	0	0	0	0
	5:15 PM	1	10	1	0	10	0	0	4	0	2	0	1	29	0	0	0	0	0
	5:30 PM	0	4	0	1	9	0	0	5	1	2	3	2	27	0	0	0	0	0
	5:45 PM	0	5	1	1	7	0	0	0	1	0	1	0	16	0	0	0	0	0
	VOLUMES	3	62	6	6	81	1	0	21	8	9	9	5	211	0	0	0	0	0
	APPROACH %	4%	87%	8%	7%	92%	1%	0%	72%	28%	39%	39%	22%						
	APP/DEPART	71	/	67	88	/	98	29	/	33	23	/	13	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	2	41	4	1	43	0	0	13	5	6	1	1	117	0	0	0	0	
	APPROACH %	4%	87%	9%	2%	98%	0%	0%	72%	28%	75%	13%	13%						
	PEAK HR FACTOR		0.783			0.688			0.500			0.667		0.713					
	APP/DEPART	47	/	42	44	/	54	18	/	18	8	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

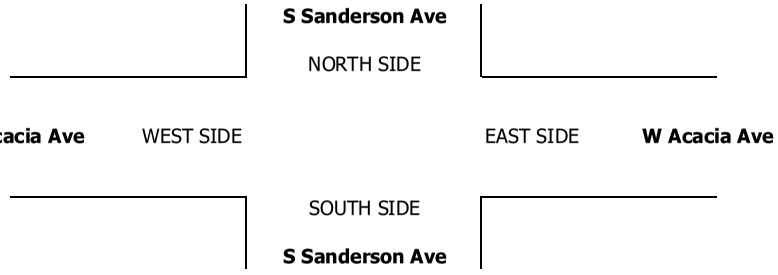
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	14
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	3	0	1	2	0	0	0	1	0	0	0	7	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	1	1	0	0	0	3	0	0	0	0	0
	8:00 AM	1	1	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
	8:15 AM	1	2	0	0	2	0	0	1	0	0	0	0	6	0	0	0	0	0
	8:30 AM	0	2	0	0	0	0	0	1	0	1	1	0	5	0	0	0	0	0
	8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	2	11	0	2	6	0	1	3	2	1	1	0	29	0	0	0	0	0
	APPROACH %	15%	85%	0%	25%	75%	0%	17%	50%	33%	50%	50%	0%						
	APP/DEPART	13	/	12	8	/	9	6	/	5	2	/	3	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	2	5	0	1	2	0	1	3	1	1	1	0	17	0	0	0	0	
	APPROACH %	29%	71%	0%	33%	67%	0%	20%	60%	20%	50%	50%	0%						
	PEAK HR FACTOR		0.583			0.375			0.625			0.250		0.708					
	APP/DEPART	7	/	6	3	/	4	5	/	4	2	/	3	0					
PM	4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	2	0	0	1	0	0	0	1	4	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	4	0	0	4	0	0	2	0	0	1	1	13	0	0	0	0	0
	APPROACH %	20%	80%	0%	0%	100%	0%	0%	100%	0%	0%	50%	50%						
	APP/DEPART	5	/	5	4	/	4	2	/	2	2	/	2	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	1	2	0	0	4	0	0	1	0	0	1	1	10	0	0	0	0	
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	100%	0%	0%	50%	50%						
	PEAK HR FACTOR		0.375			0.500			0.250			0.500		0.625					
	APP/DEPART	3	/	3	4	/	4	1	/	1	2	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	14
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	SIGNAL

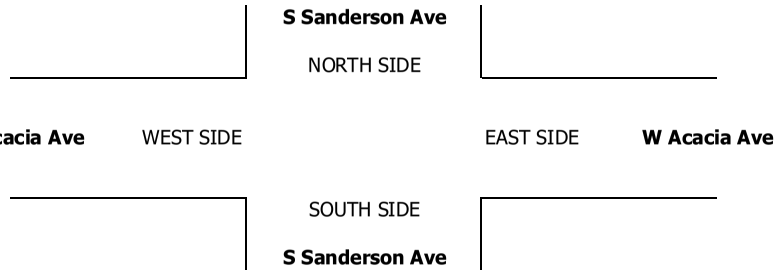
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	2	0	0	1	0	0	0	0	0	1	0	4	0	0	0	0	0
	7:30 AM	0	3	0	0	3	0	0	0	0	0	2	0	8	0	0	0	0	0
	7:45 AM	1	5	0	2	5	0	0	0	0	0	1	0	14	0	0	0	0	0
	8:00 AM	1	2	0	0	3	0	0	2	0	0	0	0	8	0	0	0	0	0
	8:15 AM	0	5	0	0	1	0	0	0	1	0	0	0	7	0	0	0	0	0
	8:30 AM	0	1	0	1	3	0	0	1	0	0	0	0	6	0	0	0	0	0
	8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	2	22	0	3	18	0	0	3	1	0	4	0	53	0	0	0	0	0
	APPROACH %	8%	92%	0%	14%	86%	0%	0%	75%	25%	0%	100%	0%						
	APP/DEPART	24	/	22	21	/	19	4	/	6	4	/	6	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	2	13	0	3	12	0	0	3	1	0	1	0	35	0	0	0	0	
	APPROACH %	13%	87%	0%	20%	80%	0%	0%	75%	25%	0%	100%	0%						
	PEAK HR FACTOR		0.625			0.536			0.500			0.250		0.625					
	APP/DEPART	15	/	13	15	/	13	4	/	6	1	/	3	0					
PM	4:00 PM	0	0	0	0	2	0	0	1	0	0	1	0	4	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0
	4:30 PM	0	3	0	0	2	0	0	0	1	0	0	0	6	0	0	0	0	0
	4:45 PM	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	VOLUMES	2	4	0	0	9	0	0	3	3	0	1	0	22	0	0	0	0	0
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	50%	50%	0%	100%	0%						
	APP/DEPART	6	/	4	9	/	12	6	/	3	1	/	3	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	1	4	0	0	6	0	0	0	1	0	0	0	12	0	0	0	0	
	APPROACH %	20%	80%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.417			0.750			0.250			0.000		0.500					
	APP/DEPART	5	/	4	6	/	7	1	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

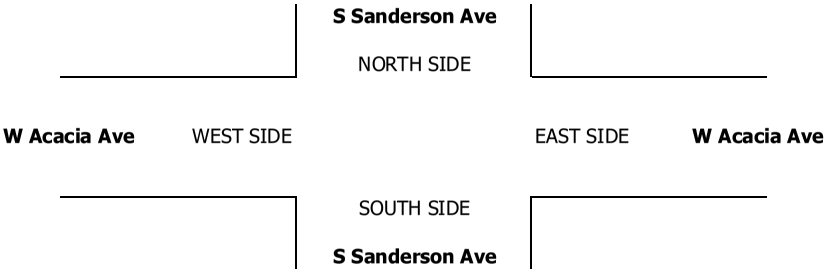
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	14
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

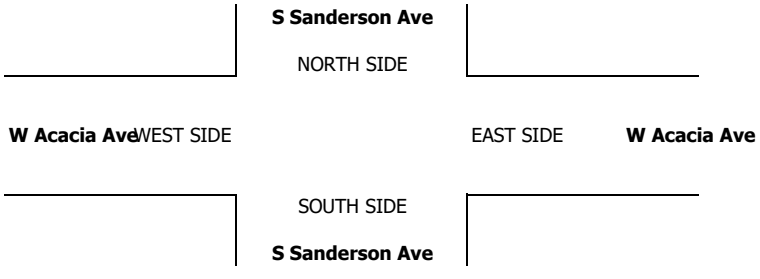
DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/10/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	14
TUESDAY	EAST & WEST:	W Acacia Ave	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Acacia Ave			WESTBOUND W Acacia Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	0	1	0	1	1	0	4	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	0	1	0	0	1	0	4	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	1	0	0	2	0	0	0	0	1	0	1	5	0	0	0	0	0
	8:15 AM	2	3	0	1	0	0	0	2	0	0	0	0	8	0	0	0	0	0
	8:30 AM	0	1	0	0	3	0	0	2	0	0	1	0	7	0	0	0	0	0
	8:45 AM	0	1	0	0	2	0	0	4	0	0	0	0	7	0	0	0	0	0
	VOLUMES	3	8	0	1	10	0	0	10	0	2	4	1	39	0	0	0	0	0
	APPROACH %	27%	73%	0%	9%	91%	0%	0%	100%	0%	29%	57%	14%						
	APP/DEPART	11	/	9	11	/	12	10	/	11	7	/	7	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	2	6	0	1	6	0	0	4	0	1	1	1	22	0	0	0	0	
	APPROACH %	25%	75%	0%	14%	86%	0%	0%	100%	0%	33%	33%	33%						
	PEAK HR FACTOR		0.400			0.583			0.500			0.375		0.688					
	APP/DEPART	8	/	7	7	/	7	4	/	5	3	/	3	0					
PM	4:00 PM	0	1	0	0	0	0	0	3	2	0	1	0	7	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	1	1	1	0	0	4	0	0	0	0	0
	4:30 PM	0	1	0	0	1	0	0	4	0	0	1	0	7	0	0	0	0	0
	4:45 PM	0	1	0	1	1	0	0	2	1	0	0	0	6	0	0	0	0	0
	5:00 PM	0	0	2	0	0	0	0	5	0	0	0	0	7	0	0	0	0	0
	5:15 PM	0	1	0	1	0	0	0	1	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	5:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	VOLUMES	0	6	2	2	4	0	0	17	4	1	4	0	40	0	0	0	0	0
	APPROACH %	0%	75%	25%	33%	67%	0%	0%	81%	19%	20%	80%	0%						
	APP/DEPART	8	/	6	6	/	9	21	/	21	5	/	4	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	3	2	2	2	0	0	12	1	0	1	0	23	0	0	0	0	
	APPROACH %	0%	60%	40%	50%	50%	0%	0%	92%	8%	0%	100%	0%						
	PEAK HR FACTOR		0.625			0.500			0.650			0.250		0.821					
	APP/DEPART	5	/	3	4	/	3	13	/	16	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

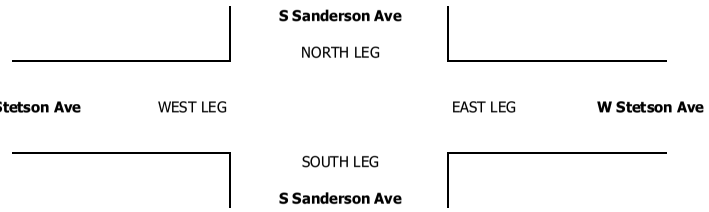
DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
Tue, Sep 17, 24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	15
	EAST & WEST:	W Stetson Ave	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

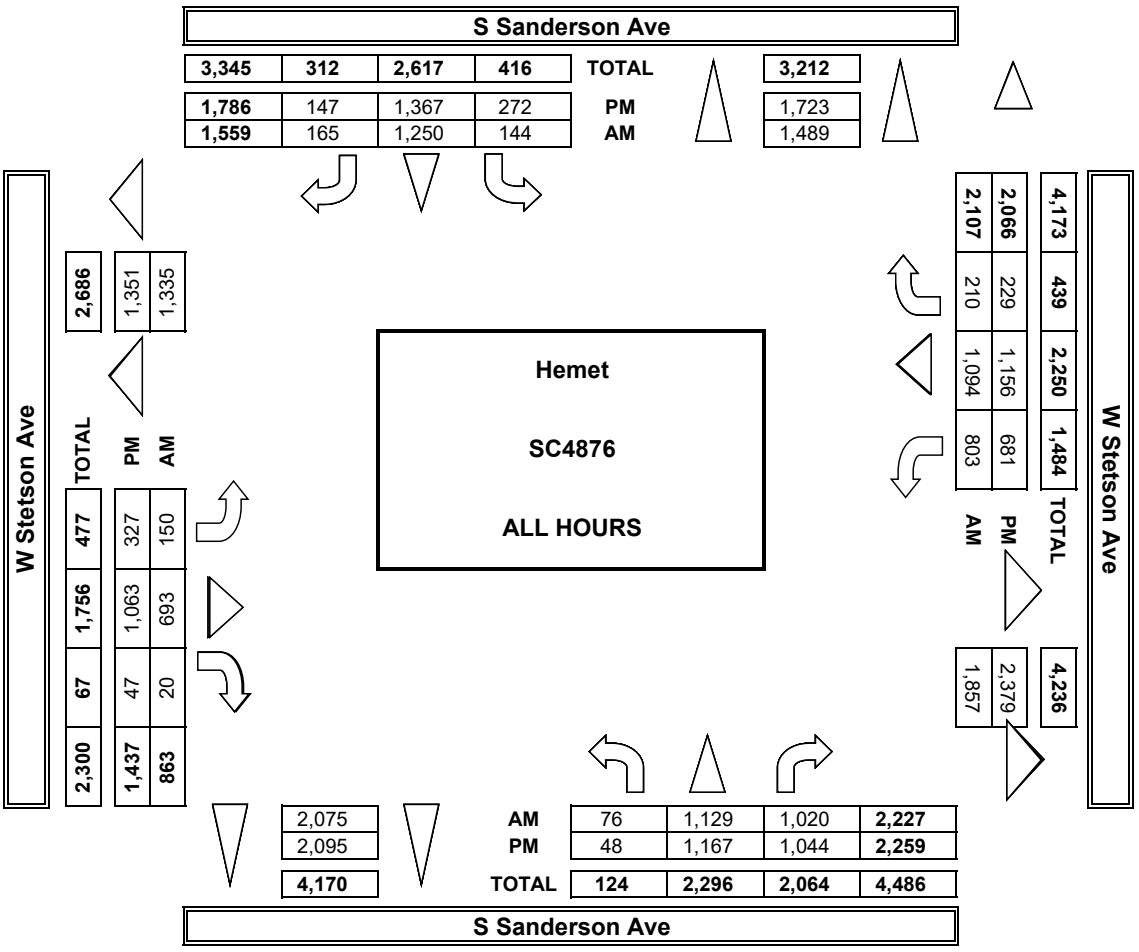
▲ N ◄ W E ► S ▼

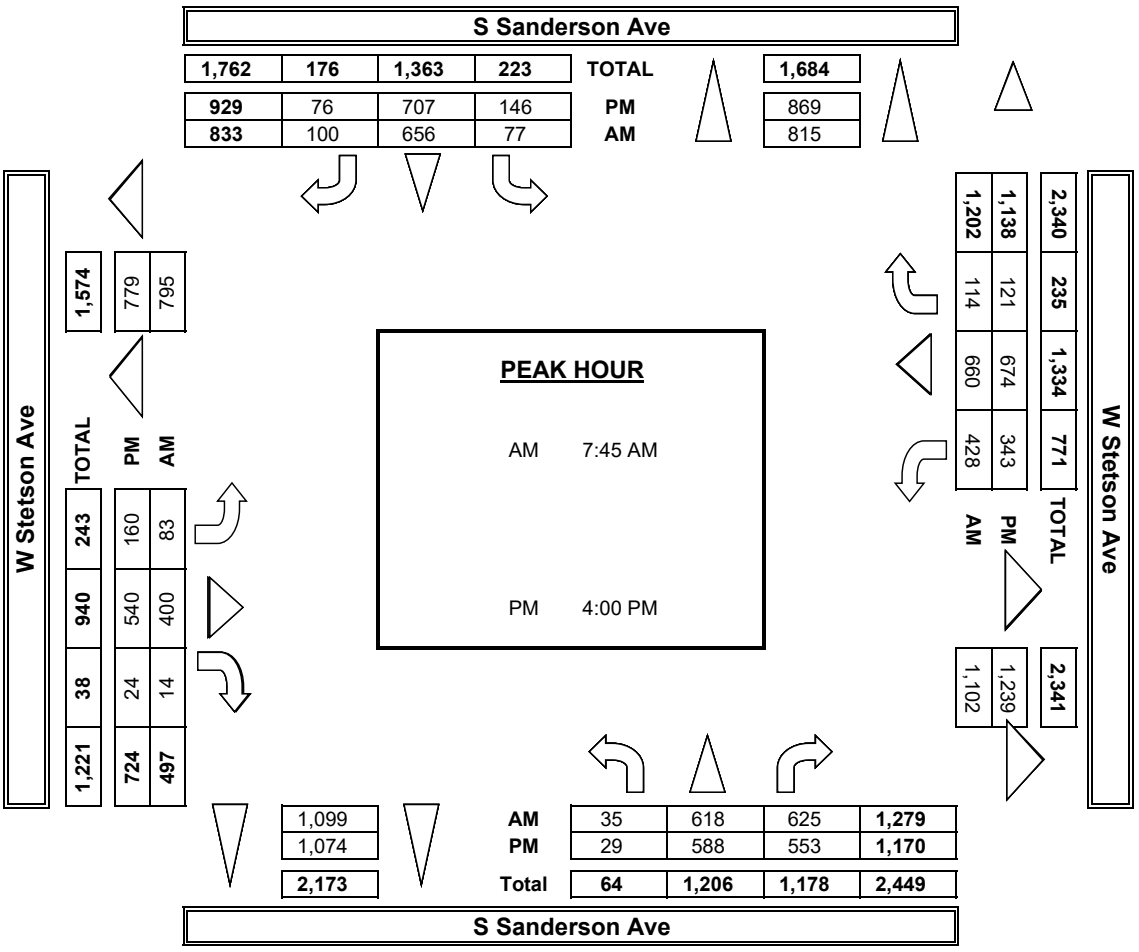
		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Stetson Ave			WESTBOUND W Stetson Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	5	126	85	15	157	12	16	65	0	90	113	23	707	0	0	0	0	0
	7:15 AM	9	115	106	18	161	15	10	58	1	97	105	21	716	0	0	0	0	0
	7:30 AM	10	137	92	13	149	15	22	93	3	91	111	27	763	1	0	0	0	1
	7:45 AM	8	146	124	19	152	23	11	68	2	96	129	34	812	0	0	0	0	0
	8:00 AM	10	138	147	21	177	20	17	102	2	115	198	23	970	1	0	0	0	1
	8:15 AM	9	163	188	16	180	26	26	104	4	120	198	28	1,062	0	0	0	0	0
	8:30 AM	8	171	166	21	147	31	29	126	6	97	135	29	966	0	0	0	0	0
	8:45 AM	17	133	112	21	127	23	19	77	2	97	105	25	758	0	0	0	0	0
	VOLUMES	76	1,129	1,020	144	1,250	165	150	693	20	803	1,094	210	6,756	2	0	0	0	2
	APPROACH %	3%	51%	46%	9%	80%	11%	17%	80%	2%	38%	52%	10%						
	APP/DEPART	2,227	/	1,489	1,559	/	2,075	863	/	1,857	2,107	/	1,335	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	35	618	625	77	656	100	83	400	14	428	660	114	3,811	1	0	0	0	
	APPROACH %	3%	48%	49%	9%	79%	12%	17%	80%	3%	36%	55%	9%						
	PEAK HR FACTOR		0.888			0.938			0.772			0.868		0.897					
	APP/DEPART	1,279	/	815	833	/	1,099	497	/	1,102	1,202	/	795	0					
PM	4:00 PM	5	137	160	36	185	17	47	155	8	87	187	27	1,051	0	0	0	0	0
	4:15 PM	8	138	111	40	142	21	27	136	9	78	195	32	937	0	0	0	0	0
	4:30 PM	10	154	144	34	206	24	48	144	5	90	158	31	1,048	0	0	0	0	0
	4:45 PM	6	159	138	36	174	14	38	105	2	88	134	31	925	0	0	0	0	0
	5:00 PM	2	133	122	36	179	20	42	133	8	83	143	28	929	0	0	0	0	0
	5:15 PM	6	143	120	34	147	12	39	149	5	89	136	39	919	0	0	0	0	0
	5:30 PM	5	146	129	29	184	23	42	126	8	89	106	21	908	0	0	0	0	0
	5:45 PM	6	157	120	27	150	16	44	115	2	77	97	20	831	0	0	0	0	0
	VOLUMES	48	1,167	1,044	272	1,367	147	327	1,063	47	681	1,156	229	7,548	0	0	0	0	0
	APPROACH %	2%	52%	46%	15%	77%	8%	23%	74%	3%	33%	56%	11%						
	APP/DEPART	2,259	/	1,723	1,786	/	2,095	1,437	/	2,379	2,066	/	1,351	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	29	588	553	146	707	76	160	540	24	343	674	121	3,961	0	0	0	0	
	APPROACH %	2%	50%	47%	16%	76%	8%	22%	75%	3%	30%	59%	11%						
	PEAK HR FACTOR		0.950			0.880			0.862			0.933		0.942					
	APP/DEPART	1,170	/	869	929	/	1,074	724	/	1,239	1,138	/	779	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/17/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	15
TUESDAY	EAST & WEST:	W Stetson Ave	CONTROL:	SIGNAL

NOTES:

PCE Adjusted									
Class	1	2	3	4	5	6			
Factor	1	1.5	2	3	2	2			

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Stetson Ave			WESTBOUND W Stetson Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	5	140	87	16	171	12	22	70	0	97	117	25	760					0
	7:15 AM	9	127	108	21	180	15	10	59	1	105	113	24	770					0
	7:30 AM	11	145	94	14	162	17	24	97	5	94	116	28	805					0
	7:45 AM	9	158	126	20	160	25	12	71	2	99	136	39	855					0
	8:00 AM	10	145	152	22	196	22	20	109	2	119	204	27	1,024					0
	8:15 AM	12	173	195	19	195	27	28	109	5	122	205	30	1,117					0
	8:30 AM	9	185	170	24	152	32	31	130	7	106	138	30	1,011					0
	8:45 AM	18	143	118	22	142	24	22	81	2	100	109	26	804					0
	VOLUMES	82	1,215	1,049	158	1,356	173	167	723	23	840	1,135	227	7,145	0	0	0	0	0
	APPROACH %	3%	52%	45%	9%	80%	10%	18%	79%	3%	38%	52%	10%						
	APP/DEPART	2,345	/	1,609	1,686	/	2,219	913	/	1,929	2,201	/	1,389	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	39	661	642	85	702	105	90	418	15	444	681	125	4,006					
	APPROACH %	3%	49%	48%	10%	79%	12%	17%	80%	3%	36%	54%	10%						
	PEAK HR FACTOR		0.884			0.927			0.785			0.879		0.897					
	APP/DEPART	1,342	/	876	892	/	1,161	523	/	1,145	1,250	/	825	0					
PM	4:00 PM	5	145	169	38	191	17	47	158	8	87	188	27	1,079					0
	4:15 PM	8	147	116	42	146	24	28	142	9	79	202	32	974					0
	4:30 PM	11	167	151	36	220	24	51	146	6	92	163	32	1,097					0
	4:45 PM	6	163	148	40	185	14	39	107	2	90	140	32	964					0
	5:00 PM	2	139	127	36	185	20	44	135	8	84	145	28	951					0
	5:15 PM	7	148	124	36	149	13	40	152	5	90	138	40	937					0
	5:30 PM	5	151	130	30	193	25	45	130	9	91	109	22	937					0
	5:45 PM	6	162	129	30	154	19	44	119	2	78	98	21	860					0
	VOLUMES	49	1,219	1,093	285	1,421	155	337	1,087	49	689	1,181	233	7,797	0	0	0	0	0
	APPROACH %	2%	52%	46%	15%	76%	8%	23%	74%	3%	33%	56%	11%						
	APP/DEPART	2,361	/	1,789	1,861	/	2,159	1,473	/	2,465	2,103	/	1,385	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	30	621	584	155	742	79	164	552	25	348	693	123	4,113					
	APPROACH %	2%	50%	47%	16%	76%	8%	22%	74%	3%	30%	60%	11%						
	PEAK HR FACTOR		0.940			0.872			0.870			0.930		0.937					
	APP/DEPART	1,234	/	908	975	/	1,114	741	/	1,290	1,163	/	801	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

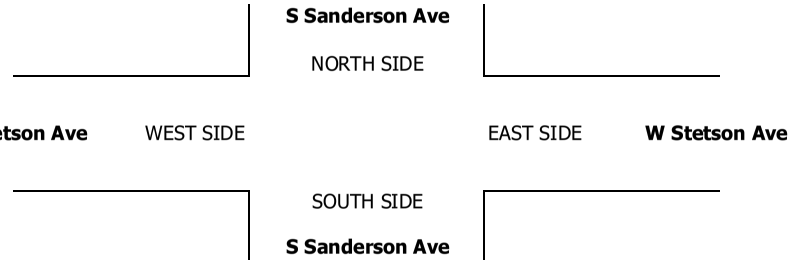
DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/17/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	15
TUESDAY	EAST & WEST:	W Stetson Ave	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Stetson Ave			WESTBOUND W Stetson Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	5	111	83	14	142	12	12	60	0	80	107	20	646	0	0	0	0	0
	7:15 AM	9	103	102	13	144	15	10	57	1	86	98	19	657	0	0	0	0	0
	7:30 AM	9	124	89	11	132	14	19	87	2	87	103	25	702	1	0	0	0	1
	7:45 AM	7	135	120	17	138	21	10	62	2	92	123	28	755	0	0	0	0	0
	8:00 AM	10	128	140	19	158	17	13	96	2	110	191	20	904	1	0	0	0	1
	8:15 AM	6	151	179	13	164	25	23	97	3	118	189	25	993	0	0	0	0	0
	8:30 AM	7	157	160	18	142	29	27	120	5	86	133	27	911	0	0	0	0	0
	8:45 AM	16	120	107	20	103	22	16	70	2	92	99	24	691	0	0	0	0	0
	VOLUMES	69	1,029	980	125	1,123	155	130	649	17	751	1,043	188	6,261	2	0	0	0	2
	APPROACH %	3%	49%	47%	9%	80%	11%	16%	82%	2%	38%	53%	9%						
	APP/DEPART	2,080	/	1,347	1,403	/	1,893	796	/	1,754	1,982	/	1,267	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	30	571	599	67	602	92	73	375	12	406	636	100	3,564	1	0	0	0	
	APPROACH %	2%	48%	50%	9%	79%	12%	16%	82%	3%	36%	56%	9%						
	PEAK HR FACTOR		0.894			0.942			0.757			0.860		0.897					
	APP/DEPART	1,201	/	744	761	/	1,021	460	/	1,041	1,142	/	758	0					
PM	4:00 PM	5	127	150	33	173	17	47	149	8	87	185	27	1,008	0	0	0	0	0
	4:15 PM	8	127	104	36	135	19	26	127	9	77	183	32	883	0	0	0	0	0
	4:30 PM	9	142	134	32	192	24	45	141	3	87	150	29	988	0	0	0	0	0
	4:45 PM	6	154	128	32	161	14	37	102	2	85	127	30	878	0	0	0	0	0
	5:00 PM	2	124	114	36	172	20	39	130	8	82	140	28	895	0	0	0	0	0
	5:15 PM	5	136	115	32	144	11	37	144	5	88	134	38	889	0	0	0	0	0
	5:30 PM	5	141	127	28	175	21	37	118	6	85	103	19	865	0	0	0	0	0
	5:45 PM	6	151	111	22	143	14	44	111	2	76	96	19	795	0	0	0	0	0
	VOLUMES	46	1,102	983	251	1,295	140	312	1,022	43	667	1,118	222	7,201	0	0	0	0	0
	APPROACH %	2%	52%	46%	15%	77%	8%	23%	74%	3%	33%	56%	11%						
	APP/DEPART	2,131	/	1,636	1,686	/	2,005	1,377	/	2,256	2,007	/	1,304	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	28	550	516	133	661	74	155	519	22	336	645	118	3,757	0	0	0	0	
	APPROACH %	3%	50%	47%	15%	76%	9%	22%	75%	3%	31%	59%	11%						
	PEAK HR FACTOR		0.950			0.875			0.853			0.919		0.932					
	APP/DEPART	1,094	/	823	868	/	1,019	696	/	1,168	1,099	/	747	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/17/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	15
TUESDAY	EAST & WEST:	W Stetson Ave	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Stetson Ave			WESTBOUND W Stetson Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	8	1	0	10	0	1	2	0	8	5	3	38	0	0	0	0	0
	7:15 AM	0	8	4	5	8	0	0	1	0	9	4	1	40	0	0	0	0	0
	7:30 AM	1	12	2	2	13	0	3	5	0	2	7	2	49	0	0	0	0	0
	7:45 AM	1	6	4	2	13	1	0	6	0	3	3	4	43	0	0	0	0	0
	8:00 AM	0	7	5	2	9	2	3	3	0	3	5	1	40	0	0	0	0	0
	8:15 AM	2	8	5	2	10	1	2	5	1	1	7	3	47	0	0	0	0	0
	8:30 AM	1	8	4	2	2	2	1	5	1	7	1	2	36	0	0	0	0	0
	8:45 AM	0	9	2	0	21	1	2	7	0	4	5	1	52	0	0	0	0	0
	VOLUMES	5	66	27	15	86	7	12	34	2	37	37	17	345	0	0	0	0	0
	APPROACH %	5%	67%	28%	14%	80%	6%	25%	71%	4%	41%	41%	19%						
	APP/DEPART	98	/	95	108	/	125	48	/	76	91	/	49	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	4	29	18	8	34	6	6	19	2	14	16	10	166	0	0	0	0	
	APPROACH %	8%	57%	35%	17%	71%	13%	22%	70%	7%	35%	40%	25%						
	PEAK HR FACTOR		0.850			0.750			0.844			0.909		0.883					
	APP/DEPART	51	/	45	48	/	50	27	/	45	40	/	26	0					
PM	4:00 PM	0	7	7	3	12	0	0	6	0	0	2	0	37	0	0	0	0	0
	4:15 PM	0	7	4	4	6	0	1	8	0	1	10	0	41	0	0	0	0	0
	4:30 PM	1	7	6	1	8	0	2	3	2	2	6	2	40	0	0	0	0	0
	4:45 PM	0	4	2	3	9	0	1	3	0	2	5	0	29	0	0	0	0	0
	5:00 PM	0	7	7	0	5	0	2	2	0	1	2	0	26	0	0	0	0	0
	5:15 PM	1	5	3	1	3	1	2	5	0	1	1	1	24	0	0	0	0	0
	5:30 PM	0	3	2	1	5	1	5	8	2	4	1	2	34	0	0	0	0	0
	5:45 PM	0	4	4	5	6	0	0	3	0	1	1	1	25	0	0	0	0	0
	VOLUMES	2	44	35	18	54	2	13	38	4	12	28	6	256	0	0	0	0	0
	APPROACH %	2%	54%	43%	24%	73%	3%	24%	69%	7%	26%	61%	13%						
	APP/DEPART	81	/	63	74	/	70	55	/	91	46	/	32	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	25	19	11	35	0	4	20	2	5	23	2	147	0	0	0	0	
	APPROACH %	2%	56%	42%	24%	76%	0%	15%	77%	8%	17%	77%	7%						
	PEAK HR FACTOR		0.804			0.767			0.722			0.682		0.896					
	APP/DEPART	45	/	31	46	/	42	26	/	50	30	/	24	0					

S Sanderson Ave

NORTH SIDE

W Stetson Ave WEST SIDE EAST SIDE **W Stetson Ave**

SOUTH SIDE

S Sanderson Ave

INTERSECTION TURNING MOVEMENT COUNTS

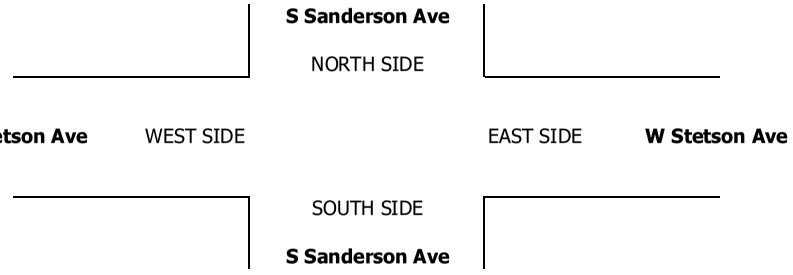
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/17/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	15
TUESDAY	EAST & WEST:	W Stetson Ave	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Stetson Ave			WESTBOUND W Stetson Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	1	1	0	0	1	1	0	0	1	0	8	0	0	0	0	0
	7:15 AM	0	0	0	0	3	0	0	0	0	1	0	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	1	0	2	1	0	5	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	1	0	0	1	1	0	4	0	0	0	0	0
	8:00 AM	0	0	1	0	3	1	0	0	0	0	0	1	6	0	0	0	0	0
	8:15 AM	0	1	0	0	2	0	1	2	0	0	0	0	6	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	1	0	0	2	0	0	4	0	0	0	0	0
	8:45 AM	0	2	0	1	1	0	0	0	0	1	1	0	6	0	0	0	0	0
	VOLUMES	0	6	2	2	12	1	4	4	0	7	4	1	43	0	0	0	0	0
	APPROACH %	0%	75%	25%	13%	80%	7%	50%	50%	0%	58%	33%	8%						
	APP/DEPART	8	/	11	15	/	19	8	/	8	12	/	5	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	1	1	0	7	1	3	2	0	3	1	1	20	0	0	0	0	
	APPROACH %	0%	50%	50%	0%	88%	13%	60%	40%	0%	60%	20%	20%						
	PEAK HR FACTOR		0.500			0.500			0.417			0.625		0.833					
	APP/DEPART	2	/	5	8	/	10	5	/	3	5	/	2	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	2	2	0	1	0	0	0	0	0	1	0	6	0	0	0	0	0
	4:30 PM	0	0	1	0	1	0	0	0	0	1	1	0	4	0	0	0	0	0
	4:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	1	1	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0
	VOLUMES	0	3	5	1	4	2	0	0	0	1	4	1	21	0	0	0	0	0
	APPROACH %	0%	38%	63%	14%	57%	29%	0%	0%	0%	17%	67%	17%						
	APP/DEPART	8	/	4	7	/	5	0	/	6	6	/	6	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	2	4	0	3	0	0	0	0	1	2	1	13	0	0	0	0	
	APPROACH %	0%	33%	67%	0%	100%	0%	0%	0%	0%	25%	50%	25%						
	PEAK HR FACTOR		0.375			0.750			0.000			0.500		0.542					
	APP/DEPART	6	/	3	3	/	4	0	/	4	4	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/17/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	15
TUESDAY	EAST & WEST:	W Stetson Ave	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Stetson Ave			WESTBOUND W Stetson Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	0	0	4	0	2	1	0	1	0	0	11	0	0	0	0	0
	7:15 AM	0	4	0	0	6	0	0	0	0	1	3	1	15	0	0	0	0	0
	7:30 AM	0	1	0	0	2	1	0	0	1	0	0	0	5	0	0	0	0	0
	7:45 AM	0	4	0	0	0	0	0	0	0	0	2	1	7	0	0	0	0	0
	8:00 AM	0	0	0	0	4	0	0	2	0	0	1	1	8	0	0	0	0	0
	8:15 AM	1	2	0	1	4	0	0	0	0	0	1	0	9	0	0	0	0	0
	8:30 AM	0	4	0	1	1	0	0	0	0	1	1	0	8	0	0	0	0	0
	8:45 AM	0	1	2	0	1	0	1	0	0	0	0	0	5	0	0	0	0	0
	VOLUMES	1	19	2	2	22	1	3	3	1	3	8	3	68	0	0	0	0	0
	APPROACH %	5%	86%	9%	8%	88%	4%	43%	43%	14%	21%	57%	21%						
	APP/DEPART	22	/	25	25	/	26	7	/	7	14	/	10	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	1	10	0	2	9	0	0	2	0	1	5	2	32	0	0	0	0	
	APPROACH %	9%	91%	0%	18%	82%	0%	0%	100%	0%	13%	63%	25%						
	PEAK HR FACTOR		0.688			0.550			0.250			0.667		0.889					
	APP/DEPART	11	/	12	11	/	10	2	/	4	8	/	6	0					
PM	4:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	1	0	0	0	1	0	1	0	0	0	0	3	0	0	0	0	0
	4:30 PM	0	4	0	0	4	0	1	0	0	0	0	0	9	0	0	0	0	0
	4:45 PM	0	1	1	1	2	0	0	0	0	0	1	0	6	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:45 PM	0	1	2	0	0	1	0	1	0	0	0	0	5	0	0	0	0	0
	VOLUMES	0	9	5	1	9	2	1	2	0	0	1	0	30	0	0	0	0	0
	APPROACH %	0%	64%	36%	8%	75%	17%	33%	67%	0%	0%	100%	0%						
	APP/DEPART	14	/	10	12	/	9	3	/	8	1	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	7	3	1	6	1	1	1	0	0	1	0	21	0	0	0	0	
	APPROACH %	0%	70%	30%	13%	75%	13%	50%	50%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.625			0.500			0.500			0.250		0.583					
	APP/DEPART	10	/	8	8	/	6	2	/	5	1	/	2	0					

S Sanderson Ave

NORTH SIDE

W Stetson Ave WEST SIDE EAST SIDE **W Stetson Ave**

SOUTH SIDE

S Sanderson Ave

INTERSECTION TURNING MOVEMENT COUNTS

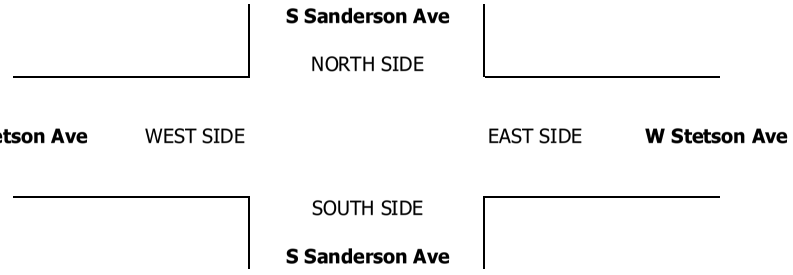
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/17/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	15
TUESDAY	EAST & WEST:	W Stetson Ave	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Stetson Ave			WESTBOUND W Stetson Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.250		0.500					
	APP/DEPART	1	/	1	0	/	0	0	/	0	1	/	1	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	0	/	0	1	/	2	0	/	0	1	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC4876
9/17/24	NORTH & SOUTH:	S Sanderson Ave	LOCATION #:	15
TUESDAY	EAST & WEST:	W Stetson Ave	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM / PM / MD / OTHER / OTHER
BUSES		▲ N, ◄ W, E ►, S ▼

		NORTHBOUND S Sanderson Ave			SOUTHBOUND S Sanderson Ave			EASTBOUND W Stetson Ave			WESTBOUND W Stetson Ave				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	1	0	0	0	1	0	0	0	0	0	1	3	0	0	0	0	0
	8:00 AM	0	2	1	0	3	0	1	1	0	2	1	0	11	0	0	0	0	0
	8:15 AM	0	1	4	0	0	0	0	0	0	1	0	0	6	0	0	0	0	0
	8:30 AM	0	2	2	0	1	0	0	1	0	1	0	0	7	0	0	0	0	0
	8:45 AM	1	1	1	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	1	8	9	0	7	1	1	3	0	5	1	1	37	0	0	0	0	0
	APPROACH %	6%	44%	50%	0%	88%	13%	25%	75%	0%	71%	14%	14%						
	APP/DEPART	18	/	10	8	/	12	4	/	12	7	/	3	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	6	7	0	4	1	1	2	0	4	1	1	27	0	0	0	0	
	APPROACH %	0%	46%	54%	0%	80%	20%	33%	67%	0%	67%	17%	17%						
	PEAK HR FACTOR		0.650			0.417			0.375			0.500		0.614					
	APP/DEPART	13	/	8	5	/	8	3	/	9	6	/	2	0					
PM	4:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	1	1	0	0	1	0	0	0	0	1	0	4	0	0	0	0	0
	4:30 PM	0	1	3	1	1	0	0	0	0	0	1	0	7	0	0	0	0	0
	4:45 PM	0	0	6	0	1	0	0	0	0	0	1	0	8	0	0	0	0	0
	5:00 PM	0	2	1	0	0	0	1	1	0	0	0	0	5	0	0	0	0	0
	5:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	0	0	0	0	2	0	4	0	0	0	0	0
	5:45 PM	0	0	2	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	VOLUMES	0	9	16	1	4	1	1	1	0	0	5	0	38	0	0	0	0	0
	APPROACH %	0%	36%	64%	17%	67%	17%	50%	50%	0%	0%	100%	0%						
	APP/DEPART	25	/	10	6	/	4	2	/	18	5	/	6	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	4	11	1	2	1	0	0	0	0	3	0	22	0	0	0	0	
	APPROACH %	0%	27%	73%	25%	50%	25%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.625			0.500			0.000			0.750		0.688					
	APP/DEPART	15	/	4	4	/	2	0	/	12	3	/	4	0					

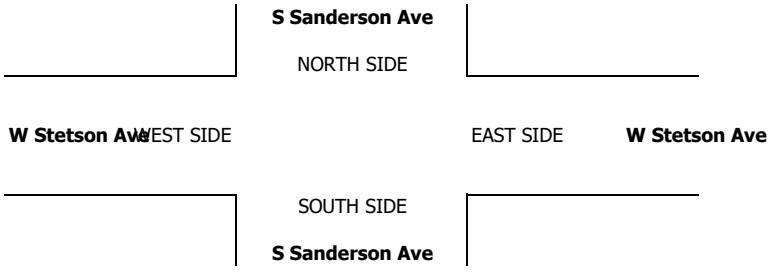


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Hemet Industrial

Vistro File: C:\...\Hemet 63_Revise_06-14-2024_Count 2024_Signal.vistro
Report File: C:\...\EX AM.pdf

Scenario 1 Existing AM
10/24/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	WB Left	0.802	43.7	D
2	Four Seasons Blvd/SR-74	Signalized	HCM 7th Edition	SB Right	0.391	4.0	A
3	California Ave/SR-74	Signalized	HCM 7th Edition	WB Left	0.691	37.8	D
4	Warren Rd/SR-74	Signalized	HCM 7th Edition	WB Left	0.529	31.3	C
5	Acacia Ave/SR-74	Two-way stop	HCM 7th Edition	WB Thru	0.008	0.0	A
6	Project Dwy 1/Acacia Ave	Two-way stop	HCM 7th Edition	EB Thru	0.002	0.0	A
7	Cawston Ave/SR-74	Signalized	HCM 7th Edition	WB Left	0.403	20.2	C
8	Cawston Ave/Acacia Ave	Two-way stop	HCM 7th Edition	SB Left	0.157	10.0	A
9	Cawston Ave (To Be Constructed)/Acacia Ave	Two-way stop	HCM 7th Edition	EB Thru	0.002	0.0	A
10	Cawston Ave (To Be Constructed)/Project Dwy 2	Two-way stop	HCM 7th Edition		0.000	0.0	
11	Cawston Ave (To Be Constructed)/Project Dwy 3	Two-way stop	HCM 7th Edition		0.000	0.0	
12	Cawston Ave (To Be Constructed)/Project Dwy 4	Two-way stop	HCM 7th Edition		0.000	0.0	
13	Sanderson Ave/SR-74	Signalized	HCM 7th Edition	WB Left	0.482	33.7	C
14	Sanderson Ave/Acacia Ave	Signalized	HCM 7th Edition	EB Left	0.515	22.8	C
15	Sanderson Ave/Stetson Ave	Signalized	HCM 7th Edition	WB Left	0.811	44.3	D

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: SR-79/SR-74

Control Type:	Signalized	Delay (sec / veh):	43.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.802

Intersection Setup

Name	SR-79			SR-79			SR-74			SR-74		
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	0	1	0	1	1	0	0
Entry Pocket Length [ft]	295.00	100.00	100.00	60.00	100.00	100.00	360.00	100.00	315.00	475.00	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]	45.00			45.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	SR-79			SR-79			SR-74			SR-74		
Base Volume Input [veh/h]	98	12	328	24	43	1	9	842	118	508	820	53
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	82	0	0	0	0	0	30	0	0	13
Total Hourly Volume [veh/h]	98	12	246	24	43	1	9	842	88	508	820	40
Peak Hour Factor	0.8640	0.8640	0.8640	0.5980	0.5980	0.5980	0.8850	0.8850	0.8850	0.8440	0.8440	0.8440
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]	28	3	71	10	18	0	3	238	25	150	243	12
Total Analysis Volume [veh/h]	113	14	285	40	72	2	10	951	99	602	972	47
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 m	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]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	17	36	0	9	28	0	6	19	0	40	53	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	14	0	0	10	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	21	40	0	13	32	0	10	23	0	44	57	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
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
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
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
g_i, Effective Green Time [s]	9	24	4	19	1	36	36	40	75	75
g / C, Green / Cycle	0.08	0.20	0.03	0.16	0.01	0.30	0.30	0.33	0.62	0.62
(v / s)_i Volume / Saturation Flow Rate	0.06	0.18	0.02	0.04	0.01	0.26	0.06	0.33	0.27	0.27
s, saturation flow rate [veh/h]	1810	1626	1810	1891	1810	3618	1615	1810	1900	1869
c, Capacity [veh/h]	140	329	56	295	22	1085	484	603	1180	1161
d1, Uniform Delay [s]	54.46	46.76	57.61	44.48	58.88	39.90	31.33	39.96	11.79	11.82
k, delay calibration	0.11	0.12	0.11	0.11	0.11	0.50	0.50	0.46	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.27	10.07	15.34	0.44	14.09	10.00	0.95	34.73	1.16	1.20
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.81	0.91	0.71	0.25	0.46	0.88	0.20	1.00	0.43	0.44
d, Delay for Lane Group [s/veh]	64.72	56.83	72.95	44.93	72.97	49.91	32.29	74.69	12.96	13.02
Lane Group LOS	E	E	E	D	E	D	C	E	B	B
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.68	9.36	1.41	1.93	0.38	14.11	2.19	22.44	6.56	6.53
50th-Percentile Queue Length [ft/ln]	91.93	233.88	35.37	48.21	9.47	352.76	54.72	561.10	164.09	163.22
95th-Percentile Queue Length [veh/ln]	6.62	14.37	2.55	3.47	0.68	20.27	3.94	30.21	10.77	10.72
95th-Percentile Queue Length [ft/ln]	165.47	359.28	63.67	86.78	17.05	506.77	98.49	755.33	269.13	267.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.72	56.83	56.83	72.95	44.93	44.93	72.97	49.91	32.29	74.69	12.99	13.02
Movement LOS	E	E	E	E	D	D	E	D	C	E	B	B
d_A, Approach Delay [s/veh]	58.99			54.76			48.48			35.90		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	43.70											
Intersection LOS	D											
Intersection V/C	0.802											

Emissions

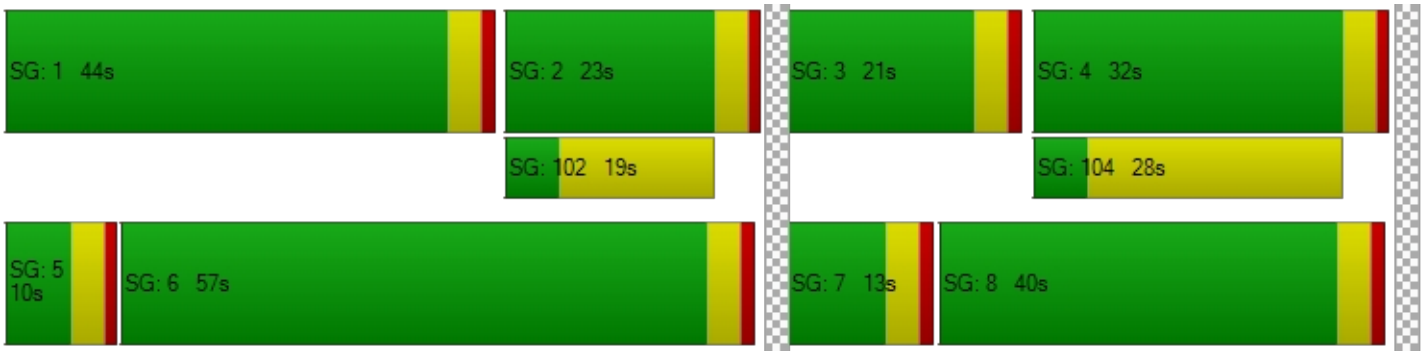
Vehicle Miles Traveled [mph]	12.58	33.30	1.76	3.25	0.97	92.42	9.62	612.46	520.70	516.00
Stops [stops/h]	110.31	280.65	42.44	57.86	11.36	846.62	65.66	673.32	196.91	195.87
Fuel consumption [US gal/h]	3.29	8.09	1.18	1.51	0.36	25.75	1.98	39.99	21.81	21.63
CO [g/h]	230.05	565.38	82.60	105.36	24.85	1799.82	138.44	2795.60	1524.46	1511.97
NOx [g/h]	44.76	110.00	16.07	20.50	4.83	350.18	26.94	543.92	296.60	294.18
VOC [g/h]	53.32	131.03	19.14	24.42	5.76	417.13	32.09	647.91	353.31	350.41

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	0.00	51.34	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.737	0.000	3.100	0.000
Crosswalk LOS	B	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	467	317	883
d_b, Bicycle Delay [s]	29.40	35.27	42.50	18.70
l_b,int, Bicycle LOS Score for Intersection	2.375	1.748	2.459	2.908
Bicycle LOS	B	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: Four Seasons Blvd/SR-74

Control Type:	Signalized	Delay (sec / veh):	4.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.391

Intersection Setup

Name	Four Seasons Blvd		SR-74		SR-74	
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	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	370.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	300.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Four Seasons Blvd		SR-74		SR-74	
Base Volume Input [veh/h]	19	69	20	1163	1241	29
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
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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
Right Turn on Red Volume [veh/h]	0	17	0	0	0	7
Total Hourly Volume [veh/h]	19	52	20	1163	1241	22
Peak Hour Factor	0.8750	0.8750	0.9070	0.9070	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	15	6	321	346	6
Total Analysis Volume [veh/h]	22	59	22	1282	1384	25
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	75
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	20	0	14	57	39	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	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
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	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

Phasing & Timing: Pattern 1

Split [s]	16	0	23	59	36	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	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
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	2	63	57	57
g / C, Green / Cycle	0.05	0.05	0.03	0.84	0.76	0.76
(v / s)_i Volume / Saturation Flow Rate	0.01	0.04	0.01	0.35	0.27	0.02
s, saturation flow rate [veh/h]	1810	1615	1810	3618	5176	1615
c, Capacity [veh/h]	100	89	48	3032	3926	1225
d1, Uniform Delay [s]	33.89	34.75	35.99	1.52	2.98	2.22
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.10	8.13	6.83	0.43	0.25	0.03
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.22	0.66	0.46	0.42	0.35	0.02
d, Delay for Lane Group [s/veh]	34.99	42.87	42.82	1.96	3.23	2.25
Lane Group LOS	C	D	D	A	A	A
Critical Lane Group	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.40	1.23	0.46	0.18	0.85	0.04
50th-Percentile Queue Length [ft/ln]	10.12	30.76	11.45	4.57	21.32	1.03
95th-Percentile Queue Length [veh/ln]	0.73	2.21	0.82	0.33	1.54	0.07
95th-Percentile Queue Length [ft/ln]	18.22	55.37	20.61	8.23	38.38	1.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.99	42.87	42.82	1.96	3.23	2.25
Movement LOS	C	D	D	A	A	A
d_A, Approach Delay [s/veh]	40.73		2.64		3.22	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	4.04					
Intersection LOS	A					
Intersection V/C	0.391					

Emissions

Vehicle Miles Traveled [mph]	1.74	4.67	22.38	1304.27	798.12	14.42
Stops [stops/h]	19.43	59.06	21.99	17.55	122.81	1.98
Fuel consumption [US gal/h]	0.34	1.03	1.28	44.46	29.52	0.52
CO [g/h]	23.46	72.22	89.39	3107.53	2063.69	36.67
NOx [g/h]	4.56	14.05	17.39	604.61	401.52	7.13
VOC [g/h]	5.44	16.74	20.72	720.20	478.28	8.50

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.185	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	320	1467	853
d_b, Bicycle Delay [s]	26.46	2.67	12.33
l_b,int, Bicycle LOS Score for Intersection	1.560	2.635	2.338
Bicycle LOS	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: California Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	37.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.691

Intersection Setup

Name	California Ave			California Ave			SR-74			SR-74		
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	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	510.00	100.00	100.00	505.00	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			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	California Ave			California Ave			SR-74			SR-74		
Base Volume Input [veh/h]	6	6	7	34	0	487	253	922	3	2	782	20
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	2	0	0	122	0	0	1	0	0	5
Total Hourly Volume [veh/h]	6	6	5	34	0	365	253	922	2	2	782	15
Peak Hour Factor	0.6790	0.6790	0.6790	0.8240	1.0000	0.8240	0.9020	0.9020	0.9020	0.8490	0.8490	0.8490
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]	2	2	2	10	0	111	70	256	1	1	230	4
Total Analysis Volume [veh/h]	9	9	7	41	0	443	280	1022	2	2	921	18
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 m	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]	105
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	28	0	0	19	12	0	19	12	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	5	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	10	0	0	0	7	0	0	7	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	2.0	0.0	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	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	0	29	0	34	0	0	26	16	0	26	16	0
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	5	0	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	105	105	105	105	105	105	105	105	105
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
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
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	30	30	18	53	53	0	36	36
g / C, Green / Cycle	0.05	0.29	0.29	0.17	0.51	0.51	0.00	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.01	0.02	0.27	0.15	0.27	0.27	0.00	0.25	0.25
s, saturation flow rate [veh/h]	1780	1810	1615	1810	1900	1899	1810	1900	1887
c, Capacity [veh/h]	89	517	461	313	966	965	6	644	640
d1, Uniform Delay [s]	48.05	27.41	36.91	42.49	17.37	17.37	52.19	30.50	30.50
k, delay calibration	0.11	0.11	0.42	0.25	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.69	0.06	29.77	17.63	2.08	2.08	26.02	7.19	7.23
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.08	0.96	0.89	0.53	0.53	0.32	0.73	0.73
d, Delay for Lane Group [s/veh]	49.75	27.47	66.68	60.12	19.46	19.46	78.21	37.69	37.74
Lane Group LOS	D	C	E	E	B	B	E	D	D
Critical Lane Group	Yes	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.67	0.73	14.36	8.27	7.94	7.93	0.10	11.55	11.48
50th-Percentile Queue Length [ft/ln]	16.79	18.34	358.93	206.67	198.45	198.35	2.46	288.72	286.98
95th-Percentile Queue Length [veh/ln]	1.21	1.32	20.57	12.98	12.56	12.55	0.18	17.12	17.04
95th-Percentile Queue Length [ft/ln]	30.22	33.02	514.28	324.55	313.97	313.83	4.42	428.05	425.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.75	49.75	49.75	27.47	0.00	66.68	60.12	19.46	19.46	78.21	37.71	37.74
Movement LOS	D	D	D	C		E	E	B	B	E	D	D
d_A, Approach Delay [s/veh]	49.75			63.36			28.19			37.80		
Approach LOS	D			E			C			D		
d_I, Intersection Delay [s/veh]	37.85											
Intersection LOS	D											
Intersection V/C	0.691											

Emissions

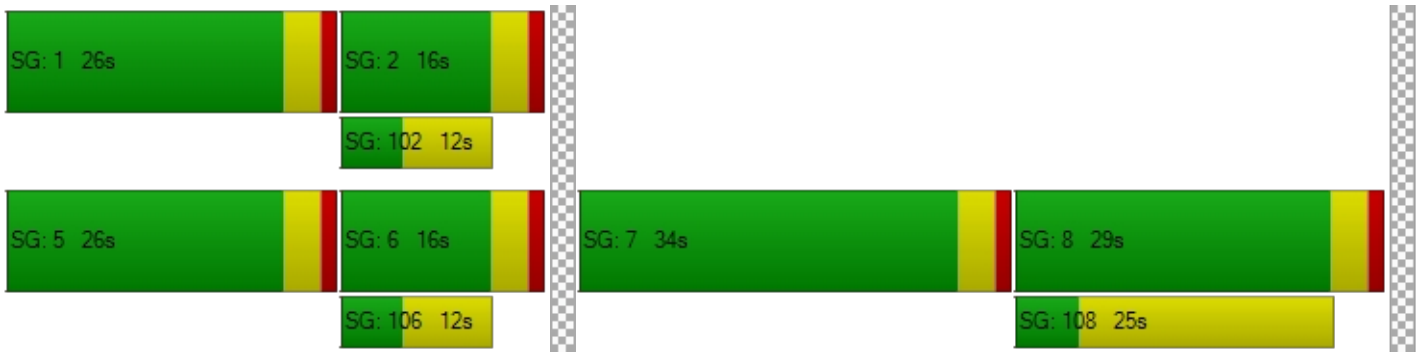
Vehicle Miles Traveled [mph]	8.33	11.83	127.86	161.47	295.35	295.17	2.00	471.48	468.30
Stops [stops/h]	23.03	25.16	492.24	283.43	272.16	272.02	3.37	395.95	393.57
Fuel consumption [US gal/h]	0.72	0.95	16.51	13.18	16.10	16.09	0.13	25.21	25.05
CO [g/h]	50.56	66.24	1154.30	921.50	1125.12	1124.48	9.29	1762.14	1750.69
NOx [g/h]	9.84	12.89	224.59	179.29	218.91	218.78	1.81	342.85	340.62
VOC [g/h]	11.72	15.35	267.52	213.57	260.76	260.61	2.15	408.39	405.74

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.89	43.89	0.00	43.89
l_p,int, Pedestrian LOS Score for Intersectio	1.742	2.649	0.000	2.709
Crosswalk LOS	A	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	476	571	229	229
d_b, Bicycle Delay [s]	30.48	26.79	41.19	41.19
l_b,int, Bicycle LOS Score for Intersection	1.604	1.560	2.636	2.340
Bicycle LOS	A	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 4: Warren Rd/SR-74

Control Type:	Signalized	Delay (sec / veh):	31.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	Warren Rd				Southbound		SR-74			SR-74		
Approach	Northbound						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	1	1	0	2	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd						SR-74			SR-74		
Base Volume Input [veh/h]	168	217	149	15	226	124	163	687	200	174	471	10
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	37	0	0	31	0	0	50	0	0	3
Total Hourly Volume [veh/h]	168	217	112	15	226	93	163	687	150	174	471	7
Peak Hour Factor	0.8840	0.8840	0.8840	0.8580	0.8580	0.8580	0.9370	0.9370	0.9370	0.8880	0.8880	0.8880
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]	48	61	32	4	66	27	43	183	40	49	133	2
Total Analysis Volume [veh/h]	190	245	127	17	263	108	174	733	160	196	530	8
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 m	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]	95
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	16	36	0	5	25	0	16	32	0	16	32	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	27	0	0	27	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	15	35	0	9	29	0	15	36	0	15	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
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]	11	19	19	2	10	10	11	47	47	11	47	47
g / C, Green / Cycle	0.12	0.20	0.20	0.02	0.11	0.11	0.11	0.49	0.49	0.12	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.11	0.07	0.08	0.01	0.07	0.07	0.10	0.24	0.24	0.11	0.14	0.14
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1784	1810	1900	1890
c, Capacity [veh/h]	210	734	328	35	385	172	207	938	880	210	941	936
d1, Uniform Delay [s]	41.49	32.36	32.75	46.12	40.90	40.64	41.24	16.08	16.09	41.65	14.11	14.11
k, delay calibration	0.15	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.16	0.50	0.50
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
d2, Incremental Delay [s]	17.70	0.26	0.75	10.14	2.14	3.73	9.37	1.84	1.96	22.88	0.77	0.77
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	0.91	0.33	0.39	0.49	0.68	0.63	0.84	0.49	0.49	0.94	0.29	0.29
d, Delay for Lane Group [s/veh]	59.19	32.63	33.50	56.25	43.04	44.37	50.61	17.92	18.05	64.52	14.88	14.88
Lane Group LOS	E	C	C	E	D	D	D	B	B	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.13	2.26	2.41	0.49	3.05	2.58	4.31	6.29	5.94	5.63	3.19	3.18
50th-Percentile Queue Length [ft/ln]	128.24	56.60	60.37	12.32	76.29	64.39	107.69	157.18	148.39	140.66	79.75	79.39
95th-Percentile Queue Length [veh/ln]	8.84	4.08	4.35	0.89	5.49	4.64	7.71	10.40	9.93	9.52	5.74	5.72
95th-Percentile Queue Length [ft/ln]	221.11	101.88	108.66	22.18	137.32	115.89	192.79	259.98	248.28	237.92	143.56	142.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.19	32.63	33.50	56.25	43.04	44.37	50.61	17.97	18.05	64.52	14.88	14.88
Movement LOS	E	C	C	E	D	D	D	B	B	E	B	B
d_A, Approach Delay [s/veh]	41.80			43.99			23.30			28.14		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	31.29											
Intersection LOS	C											
Intersection V/C	0.529											

Emissions

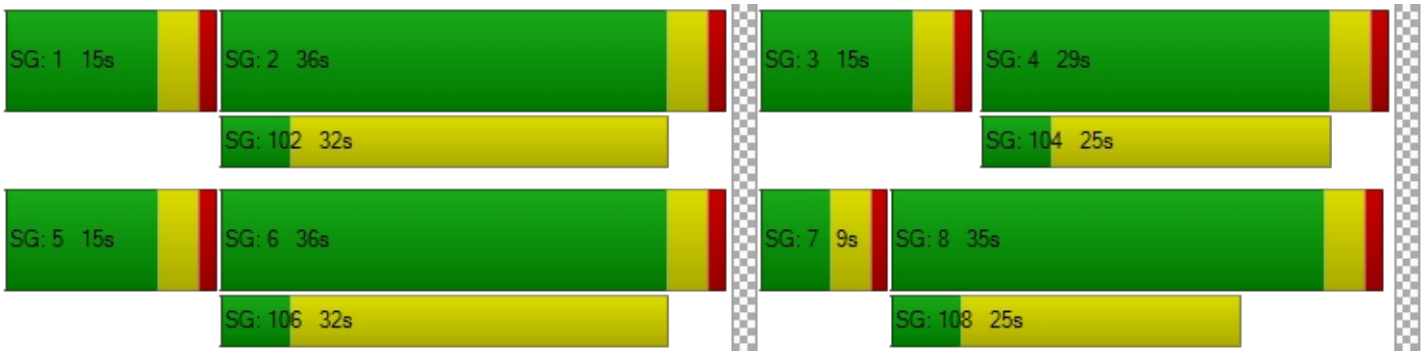
Vehicle Miles Traveled [mph]	39.82	51.34	26.61	9.27	143.35	58.87	174.14	460.87	432.87	97.34	133.93	133.27
Stops [stops/h]	194.39	171.59	91.51	18.68	231.27	97.60	163.24	238.25	224.93	213.22	120.89	120.34
Fuel consumption [US gal/h]	7.23	6.53	3.46	0.68	9.48	3.94	10.13	20.77	19.54	9.11	7.16	7.12
CO [g/h]	505.45	456.54	241.55	47.48	662.79	275.24	708.05	1451.83	1365.64	636.52	500.28	497.89
NOx [g/h]	98.34	88.83	47.00	9.24	128.96	53.55	137.76	282.47	265.70	123.84	97.34	96.87
VOC [g/h]	117.14	105.81	55.98	11.00	153.61	63.79	164.10	336.48	316.50	147.52	115.95	115.39

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	38.93	38.93	38.93	38.93
l_p,int, Pedestrian LOS Score for Intersectio	2.974	2.639	3.017	2.845
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]	653	526	674	674
d_b, Bicycle Delay [s]	21.56	25.79	20.89	20.89
l_b,int, Bicycle LOS Score for Intersection	2.054	1.905	2.481	2.168
Bicycle LOS	B	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 5: Acacia Ave/SR-74

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Acacia Ave		SR-74		SR-74	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	100.00
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]	40.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Acacia Ave		SR-74		SR-74	
Base Volume Input [veh/h]	0	0	686	220	0	717
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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	686	220	0	717
Peak Hour Factor	1.0000	0.2500	0.9490	0.9490	1.0000	0.8790
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	181	58	0	204
Total Analysis Volume [veh/h]	0	0	723	232	0	816
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.62	0.00	0.00	0.00	0.00
Movement LOS		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]	10.62		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 6: Project Dwy 1/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Project Dwy1		Acacia Ave		Acacia Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy1		Acacia Ave		Acacia Ave	
Base Volume Input [veh/h]	0	0	220	0	0	3
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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	220	0	0	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	58	0	0	1
Total Analysis Volume [veh/h]	0	0	232	0	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.75	9.43	0.00	0.00	7.67	0.00
Movement LOS	A	A	A	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]	9.59		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Cawston Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.403

Intersection Setup

Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
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	0	1	0	1	1	0	0
Entry Pocket Length [ft]	65.00	100.00	100.00	120.00	100.00	100.00	440.00	100.00	340.00	435.00	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			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
Base Volume Input [veh/h]	138	56	11	54	85	143	114	559	15	9	446	41
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	3	0	0	36	0	0	4	0	0	10
Total Hourly Volume [veh/h]	138	56	8	54	85	107	114	559	11	9	446	31
Peak Hour Factor	0.8230	0.8230	0.8230	0.7470	0.7470	0.7470	0.8430	0.8430	0.8430	0.8660	0.8660	0.8660
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]	42	17	2	18	28	36	34	166	3	3	129	9
Total Analysis Volume [veh/h]	168	68	10	72	114	143	135	663	13	10	515	36
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 m	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]	65
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	13	25	0	5	17	0	7	14	0	5	12	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	7	0	0	7	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	17	29	0	9	21	0	11	18	0	9	16	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

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	R	L	C	C
C, Calculated Cycle Length [s]	65	65	65	65	65	65	65	65	65	65	65	65
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]	8	14	14	4	10	10	6	31	31	1	25	25
g / C, Green / Cycle	0.12	0.21	0.21	0.06	0.15	0.15	0.09	0.47	0.47	0.01	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.09	0.02	0.02	0.04	0.06	0.09	0.07	0.18	0.01	0.01	0.15	0.15
s, saturation flow rate [veh/h]	1810	1900	1817	1810	1900	1615	1810	3618	1615	1810	1900	1857
c, Capacity [veh/h]	213	408	390	102	291	247	172	1699	758	24	737	720
d1, Uniform Delay [s]	27.88	20.46	20.47	30.15	24.79	25.57	28.77	11.19	9.22	31.82	14.26	14.27
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.14	0.50	0.50	0.11	0.50	0.50
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
d2, Incremental Delay [s]	6.36	0.10	0.11	8.75	0.86	2.13	9.73	0.68	0.04	11.22	1.47	1.52
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	0.79	0.10	0.10	0.71	0.39	0.58	0.79	0.39	0.02	0.42	0.38	0.38
d, Delay for Lane Group [s/veh]	34.25	20.56	20.58	38.90	25.65	27.70	38.50	11.87	9.26	43.05	15.73	15.79
Lane Group LOS	C	C	C	D	C	C	D	B	A	D	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.79	0.47	0.46	1.31	1.57	2.09	2.29	2.50	0.08	0.22	2.66	2.62
50th-Percentile Queue Length [ft/ln]	69.83	11.65	11.44	32.71	39.37	52.34	57.37	62.52	2.11	5.39	66.55	65.53
95th-Percentile Queue Length [veh/ln]	5.03	0.84	0.82	2.36	2.83	3.77	4.13	4.50	0.15	0.39	4.79	4.72
95th-Percentile Queue Length [ft/ln]	125.69	20.97	20.59	58.88	70.86	94.22	103.26	112.53	3.79	9.70	119.79	117.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.25	20.57	20.58	38.90	25.65	27.70	38.50	11.87	9.26	43.05	15.76	15.79
Movement LOS	C	C	C	D	C	C	D	B	A	D	B	B
d_A, Approach Delay [s/veh]	29.91			29.44			16.26			16.24		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	20.21											
Intersection LOS	C											
Intersection V/C	0.403											

Emissions

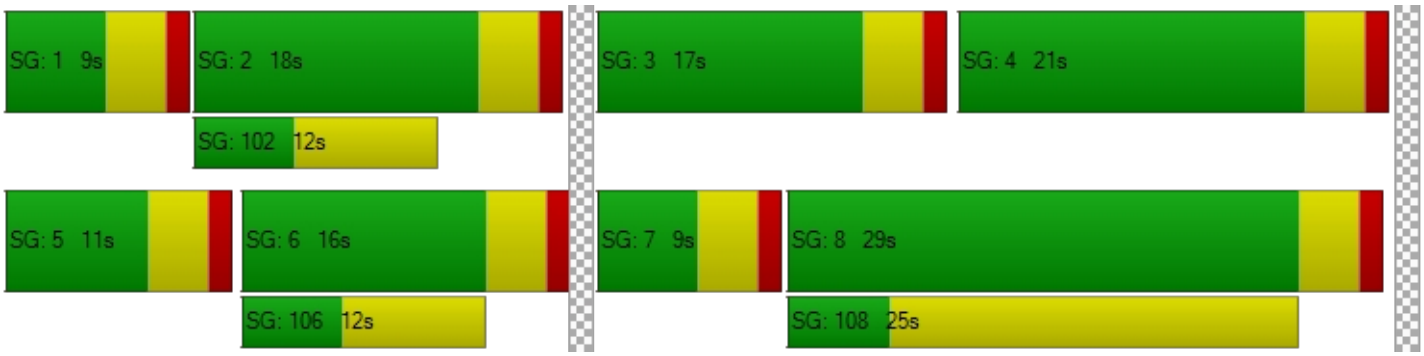
Vehicle Miles Traveled [mph]	15.55	3.65	3.57	6.84	10.83	13.58	23.04	113.16	2.22	1.33	37.08	36.38
Stops [stops/h]	154.69	25.81	25.35	72.47	87.21	115.96	127.09	277.01	4.67	11.94	147.43	145.18
Fuel consumption [US gal/h]	2.67	0.46	0.45	1.25	1.52	2.01	3.78	9.64	0.17	0.32	4.40	4.32
CO [g/h]	186.32	31.98	31.37	87.50	106.43	140.20	264.24	674.06	11.92	22.06	307.22	302.22
NOx [g/h]	36.25	6.22	6.10	17.02	20.71	27.28	51.41	131.15	2.32	4.29	59.77	58.80
VOC [g/h]	43.18	7.41	7.27	20.28	24.67	32.49	61.24	156.22	2.76	5.11	71.20	70.04

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	24.12	24.12	0.00	24.12
l_p,int, Pedestrian LOS Score for Intersectio	2.215	2.456	0.000	2.728
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	769	523	431	369
d_b, Bicycle Delay [s]	12.31	17.72	20.01	21.61
l_b,int, Bicycle LOS Score for Intersection	1.765	2.162	2.232	2.031
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 8: Cawston Ave/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.157

Intersection Setup

Name	Cawston Ave		Acacia Ave		W Acacia Ave	
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	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	150.00
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		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave		Acacia Ave		W Acacia Ave	
Base Volume Input [veh/h]	107	0	2	185	3	220
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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]	107	0	2	185	3	220
Peak Hour Factor	0.7990	0.7990	0.7640	0.7640	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	0	1	61	1	61
Total Analysis Volume [veh/h]	134	0	3	242	3	243
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.00	8.31	7.71	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.55	0.00	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.86	0.00	0.13	0.06	0.00	0.00
d_A, Approach Delay [s/veh]	10.00		0.09		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.18					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Cawston Ave (To Be Constructed)/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Acacia Ave		Acacia Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	50.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Acacia Ave		Acacia Ave	
Base Volume Input [veh/h]	0	0	220	0	0	3
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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	220	0	0	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	58	0	0	1
Total Analysis Volume [veh/h]	0	0	232	0	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.87	8.91	0.00	0.00	7.67	0.00
Movement LOS	A	A	A	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]	9.39		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Cawston Ave (To Be Constructed)/Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	1	0	0
Exit Pocket Length [ft]	0.00	100.00	0.00	100.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	0.00	8.50	8.30
Movement LOS	A	A	A	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]	3.60		0.00		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 11: Cawston Ave (To Be Constructed)/Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	100.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	0.00	8.50	8.30
Movement LOS	A	A	A	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]	3.60		0.00		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 12: Cawston Ave (To Be Constructed)/Project Dwy 4

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	0.00	8.50	8.30
Movement LOS	A	A	A	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]	3.60		0.00		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 13: Sanderson Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	33.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			SR-74			SR-74		
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	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	230.00	100.00	110.00	175.00	100.00	200.00	420.00	100.00	615.00	420.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			SR-74			SR-74		
Base Volume Input [veh/h]	119	658	128	137	663	77	122	397	40	132	303	62
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	32	0	0	19	0	0	10	0	0	16
Total Hourly Volume [veh/h]	119	658	96	137	663	58	122	397	30	132	303	46
Peak Hour Factor	0.9420	0.9420	0.9420	0.9380	0.9380	0.9380	0.8870	0.8870	0.8870	0.8740	0.8740	0.8740
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]	32	175	25	37	177	15	34	112	8	38	87	13
Total Analysis Volume [veh/h]	126	699	102	146	707	62	138	448	34	151	347	53
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 m	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]	85
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	13	25	0	13	25	0	14	28	0	13	27	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	23	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	13	29	0	12	28	0	13	32	0	12	31	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	85	85	85	85	85	85	85	85	85	85	85	85
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]	7	19	19	8	20	20	8	34	34	8	33	33
g / C, Green / Cycle	0.09	0.23	0.23	0.09	0.24	0.24	0.09	0.39	0.39	0.09	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.07	0.19	0.06	0.08	0.21	0.21	0.08	0.12	0.02	0.08	0.11	0.11
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1847	1810	3618	1615	1810	1900	1814
c, Capacity [veh/h]	159	831	371	170	448	436	172	1425	636	170	747	713
d1, Uniform Delay [s]	38.01	31.26	26.92	37.94	31.22	31.22	37.69	17.82	15.95	38.05	17.53	17.55
k, delay calibration	0.11	0.11	0.11	0.11	0.21	0.21	0.11	0.50	0.50	0.11	0.50	0.50
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
d2, Incremental Delay [s]	8.57	2.40	0.40	11.62	9.83	10.08	8.45	0.58	0.16	14.01	0.90	0.96
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	0.79	0.84	0.28	0.86	0.87	0.87	0.80	0.31	0.05	0.89	0.27	0.28
d, Delay for Lane Group [s/veh]	46.58	33.67	27.32	49.55	41.05	41.31	46.14	18.40	16.11	52.06	18.44	18.51
Lane Group LOS	D	C	C	D	D	D	D	B	B	D	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.91	6.91	1.71	3.49	8.66	8.45	3.13	2.98	0.42	3.67	2.75	2.65
50th-Percentile Queue Length [ft/ln]	72.63	172.79	42.71	87.21	216.56	211.28	78.28	74.39	10.42	91.85	68.63	66.37
95th-Percentile Queue Length [veh/ln]	5.23	11.22	3.07	6.28	13.49	13.22	5.64	5.36	0.75	6.61	4.94	4.78
95th-Percentile Queue Length [ft/ln]	130.73	280.58	76.87	156.97	337.23	330.47	140.91	133.89	18.76	165.33	123.54	119.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.58	33.67	27.32	49.55	41.17	41.31	46.14	18.40	16.11	52.06	18.47	18.51
Movement LOS	D	C	C	D	D	D	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	34.72			42.51			24.45			27.68		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	33.69											
Intersection LOS	C											
Intersection V/C	0.482											

Emissions

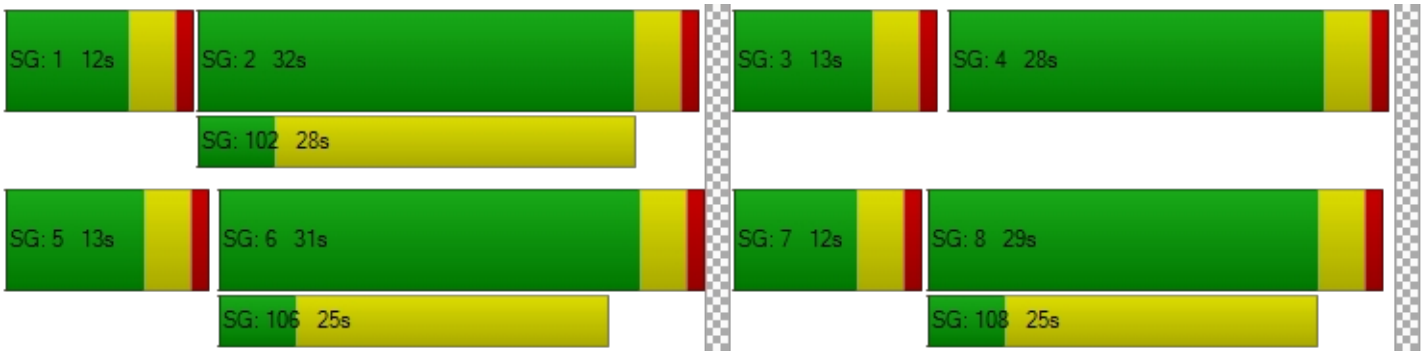
Vehicle Miles Traveled [mph]	20.19	112.03	16.35	35.83	95.69	93.01	53.61	174.04	13.21	43.61	58.86	56.66
Stops [stops/h]	123.04	585.46	72.35	147.74	366.88	357.93	132.62	252.04	17.66	155.61	116.28	112.44
Fuel consumption [US gal/h]	2.71	12.64	1.64	3.76	9.22	8.99	4.34	10.21	0.75	4.43	3.88	3.74
CO [g/h]	189.10	883.23	114.62	263.05	644.72	628.58	303.12	713.44	52.26	309.81	271.39	261.74
NOx [g/h]	36.79	171.85	22.30	51.18	125.44	122.30	58.98	138.81	10.17	60.28	52.80	50.93
VOC [g/h]	43.83	204.70	26.57	60.96	149.42	145.68	70.25	165.35	12.11	71.80	62.90	60.66

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	33.98	33.98	0.00	33.98
l_p,int, Pedestrian LOS Score for Intersectio	2.897	2.684	0.000	2.616
Crosswalk LOS	C	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	588	565	659	635
d_b, Bicycle Delay [s]	21.18	21.89	19.11	19.79
l_b,int, Bicycle LOS Score for Intersection	2.351	2.330	2.079	2.027
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 14: Sanderson Ave/Acacia Ave

Control Type:	Signalized	Delay (sec / veh):	22.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.515

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			W Acacia Ave			W Acacia Ave		
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	0	1	0	0	1	0	0
Entry Pocket Length [ft]	135.00	100.00	100.00	195.00	100.00	100.00	66.00	100.00	100.00	100.00	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			40.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			W Acacia Ave			W Acacia Ave		
Base Volume Input [veh/h]	73	880	93	82	706	1	10	176	117	163	137	110
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	23	0	0	0	0	0	29	0	0	28
Total Hourly Volume [veh/h]	73	880	70	82	706	1	10	176	88	163	137	82
Peak Hour Factor	0.9690	0.9690	0.9690	0.9050	0.9050	0.9050	0.9240	0.9240	0.9240	0.8720	0.8720	0.8720
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]	19	227	18	23	195	0	3	48	24	47	39	24
Total Analysis Volume [veh/h]	75	908	72	91	780	1	11	190	95	187	157	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 m	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]	75
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	18	0	8	19	0	5	22	0	11	28	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	14	0	0	17	0	0	23	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	11	22	0	12	23	0	9	26	0	15	32	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

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	R	L	C
C, Calculated Cycle Length [s]	75	75	75	75	75	75	75	75	75	75	75
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
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
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
g_i, Effective Green Time [s]	4	35	35	5	36	36	1	10	10	9	18
g / C, Green / Cycle	0.05	0.46	0.46	0.07	0.47	0.47	0.01	0.13	0.13	0.13	0.25
(v / s)_i Volume / Saturation Flow Rate	0.04	0.26	0.26	0.05	0.22	0.00	0.01	0.10	0.06	0.10	0.14
s, saturation flow rate [veh/h]	1810	1900	1851	1810	3618	1615	1810	1900	1615	1810	1782
c, Capacity [veh/h]	97	877	854	118	1711	764	25	255	217	227	438
d1, Uniform Delay [s]	35.02	14.72	14.72	34.50	13.28	10.43	36.68	31.23	29.86	31.97	24.82
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.18	0.11
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
d2, Incremental Delay [s]	11.95	2.64	2.71	10.05	0.88	0.00	11.14	4.29	1.39	11.71	1.18
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
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
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

Lane Group Results

X, volume / capacity	0.77	0.57	0.57	0.77	0.46	0.00	0.43	0.74	0.44	0.82	0.57
d, Delay for Lane Group [s/veh]	46.97	17.37	17.44	44.55	14.16	10.43	47.81	35.52	31.26	43.68	26.01
Lane Group LOS	D	B	B	D	B	B	D	D	C	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.64	6.23	6.09	1.92	4.23	0.01	0.27	3.41	1.57	3.89	3.83
50th-Percentile Queue Length [ft/ln]	41.01	155.81	152.27	47.99	105.67	0.22	6.73	85.25	39.22	97.25	95.70
95th-Percentile Queue Length [veh/ln]	2.95	10.33	10.14	3.46	7.60	0.02	0.48	6.14	2.82	7.00	6.89
95th-Percentile Queue Length [ft/ln]	73.81	258.17	253.46	86.38	189.96	0.39	12.11	153.45	70.60	175.05	172.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.97	17.40	17.44	44.55	14.16	10.43	47.81	35.52	31.26	43.68	26.01	26.01
Movement LOS	D	B	B	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	19.50			17.33			34.61			33.55		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	22.78											
Intersection LOS	C											
Intersection V/C	0.515											

Emissions

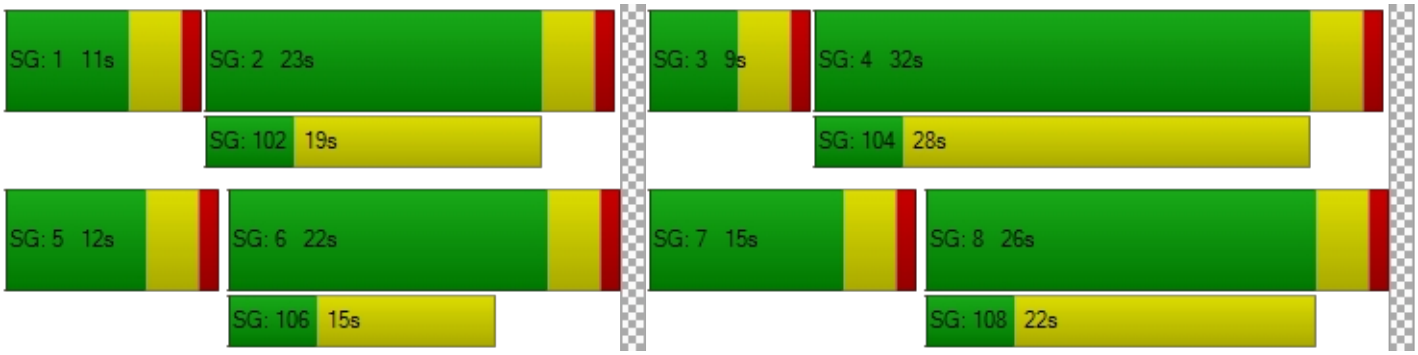
Vehicle Miles Traveled [mph]	42.16	279.02	271.93	7.45	63.88	0.08	5.23	90.34	45.17	96.00	128.86
Stops [stops/h]	78.73	299.16	292.36	92.14	405.76	0.42	12.92	163.68	75.30	186.72	183.74
Fuel consumption [US gal/h]	2.89	14.89	14.53	1.64	7.12	0.01	0.42	6.22	2.96	6.73	7.62
CO [g/h]	201.84	1041.02	1015.36	114.69	497.68	0.55	29.45	434.60	207.04	470.14	532.78
NOx [g/h]	39.27	202.55	197.55	22.31	96.83	0.11	5.73	84.56	40.28	91.47	103.66
VOC [g/h]	46.78	241.27	235.32	26.58	115.34	0.13	6.83	100.72	47.98	108.96	123.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	29.04	29.04	29.04
l_p,int, Pedestrian LOS Score for Intersectio	2.748	2.756	2.346	2.292
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	480	507	587	747
d_b, Bicycle Delay [s]	21.66	20.91	18.73	14.73
l_b,int, Bicycle LOS Score for Intersection	2.449	2.279	2.096	2.329
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 15: Sanderson Ave/Stetson Ave

Control Type:	Signalized	Delay (sec / veh):	44.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.811

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			Stetson Ave			Stetson Ave		
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	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	180.00	210.00	100.00	100.00	205.00	100.00	100.00	100.00	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]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	39	661	642	85	702	105	90	418	15	444	681	125
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	161	0	0	26	0	0	4	0	0	31
Total Hourly Volume [veh/h]	39	661	481	85	702	79	90	418	11	444	681	94
Peak Hour Factor	0.8840	0.8840	0.8840	0.9270	0.9270	0.9270	0.7850	0.7850	0.7850	0.8790	0.8790	0.8790
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]	11	187	136	23	189	21	29	133	4	126	194	27
Total Analysis Volume [veh/h]	44	748	544	92	757	85	115	532	14	505	775	107
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 m	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]	85
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	31	0	6	27	0	11	16	0	26	31	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	10	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	14	32	0	9	27	0	11	17	0	27	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	85	85	85	85	85	85	85	85	85	85	85	85
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]	3	28	28	5	30	30	7	13	13	23	29	29
g / C, Green / Cycle	0.04	0.33	0.33	0.06	0.35	0.35	0.08	0.15	0.15	0.27	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.02	0.21	0.34	0.05	0.23	0.23	0.06	0.14	0.14	0.28	0.24	0.24
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1833	1810	1900	1883	1810	1900	1821
c, Capacity [veh/h]	71	1192	532	106	663	640	145	291	288	490	652	625
d1, Uniform Delay [s]	40.21	24.09	28.50	39.66	23.26	23.26	38.39	35.64	35.64	31.00	24.00	24.06
k, delay calibration	0.11	0.50	0.50	0.14	0.50	0.50	0.11	0.25	0.25	0.38	0.19	0.20
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
d2, Incremental Delay [s]	8.49	2.51	44.86	22.08	4.81	4.98	9.26	25.69	26.02	43.77	2.31	2.51
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	0.62	0.63	1.02	0.86	0.65	0.65	0.79	0.94	0.94	1.03	0.69	0.69
d, Delay for Lane Group [s/veh]	48.70	26.60	73.36	61.74	28.07	28.24	47.65	61.32	61.66	74.77	26.31	26.57
Lane Group LOS	D	C	F	E	C	C	D	E	E	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.03	6.20	16.36	2.46	7.41	7.18	2.60	7.34	7.30	15.58	7.83	7.61
50th-Percentile Queue Length [ft/ln]	25.76	154.99	409.04	61.53	185.26	179.54	65.06	183.45	182.61	389.43	195.85	190.33
95th-Percentile Queue Length [veh/ln]	1.85	10.28	23.33	4.43	11.87	11.58	4.68	11.78	11.74	22.47	12.42	12.14
95th-Percentile Queue Length [ft/ln]	46.37	257.08	583.34	110.76	296.87	289.41	117.11	294.51	293.42	561.65	310.61	303.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.70	26.60	73.36	61.74	28.14	28.24	47.65	61.49	61.66	74.77	26.42	26.57
Movement LOS	D	C	F	E	C	C	D	E	E	F	C	C
d_A, Approach Delay [s/veh]	46.37			31.46			59.08			44.03		
Approach LOS	D			C			E			D		
d_I, Intersection Delay [s/veh]	44.34											
Intersection LOS	D											
Intersection V/C	0.811											

Emissions

Vehicle Miles Traveled [mph]	12.20	207.45	150.87	40.65	189.35	182.73	12.23	29.15	28.91	766.02	680.67	657.21
Stops [stops/h]	43.64	525.14	692.97	104.24	313.85	304.16	110.22	310.78	309.36	659.75	331.79	322.44
Fuel consumption [US gal/h]	1.40	17.69	21.91	3.85	12.84	12.42	2.90	8.28	8.25	42.86	32.26	31.18
CO [g/h]	97.64	1236.50	1531.35	268.80	897.54	868.28	203.03	579.02	576.62	2996.04	2254.71	2179.42
NOx [g/h]	19.00	240.58	297.95	52.30	174.63	168.94	39.50	112.66	112.19	582.92	438.69	424.04
VOC [g/h]	22.63	286.57	354.91	62.30	208.01	201.23	47.05	134.19	133.64	694.36	522.55	505.10

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	33.98	0.00	33.98	33.98
l_p,int, Pedestrian LOS Score for Intersectio	3.357	0.000	2.771	2.878
Crosswalk LOS	C	F	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	659	541	306	682
d_b, Bicycle Delay [s]	19.11	22.61	30.49	18.45
l_b,int, Bicycle LOS Score for Intersection	2.795	2.352	2.108	2.729
Bicycle LOS	C	B	B	B

Sequence

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

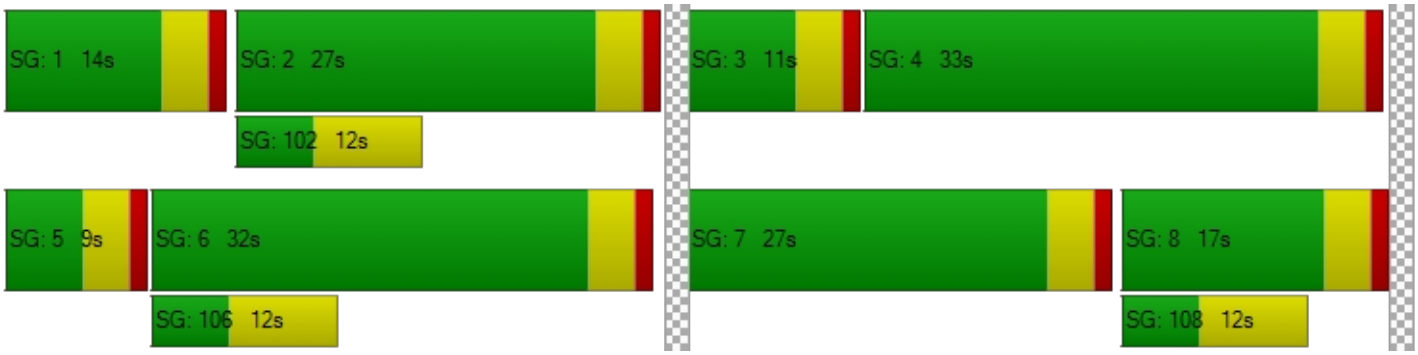


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Hemet Industrial

Vistro File: C:\...\Hemet 63_Revise_06-14-2024_Count 2024_Signal.vistro
Scenario 2 Existing PM

Report File: C:\...\EX PM.pdf
10/24/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	NB Left	0.865	65.5	E
2	Four Seasons Blvd/SR-74	Signalized	HCM 7th Edition	EB Left	0.461	4.7	A
3	California Ave/SR-74	Signalized	HCM 7th Edition	WB Left	0.755	40.5	D
4	Warren Rd/SR-74	Signalized	HCM 7th Edition	EB Left	0.559	32.8	C
5	Acacia Ave/SR-74	Two-way stop	HCM 7th Edition	NB Right	0.015	11.8	B
6	Project Dwy 1/Acacia Ave	Two-way stop	HCM 7th Edition	EB Thru	0.003	0.0	A
7	Cawston Ave/SR-74	Signalized	HCM 7th Edition	SB Left	0.518	24.5	C
8	Cawston Ave/Acacia Ave	Two-way stop	HCM 7th Edition	SB Left	0.233	11.0	B
9	Cawston Ave (To Be Constructed)/Acacia Ave	Two-way stop	HCM 7th Edition	EB Thru	0.003	0.0	A
10	Cawston Ave (To Be Constructed)/Project Dwy 2	Two-way stop	HCM 7th Edition		0.000	0.0	
11	Cawston Ave (To Be Constructed)/Project Dwy 3	Two-way stop	HCM 7th Edition		0.000	0.0	
12	Cawston Ave (To Be Constructed)/Project Dwy 4	Two-way stop	HCM 7th Edition		0.000	0.0	
13	Sanderson Ave/SR-74	Signalized	HCM 7th Edition	SB Left	0.569	35.7	D
14	Sanderson Ave/Acacia Ave	Signalized	HCM 7th Edition	EB Left	0.541	24.6	C
15	Sanderson Ave/Stetson Ave	Signalized	HCM 7th Edition	SB Left	0.767	43.7	D

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: SR-79/SR-74

Control Type:	Signalized	Delay (sec / veh):	65.5
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.865

Intersection Setup

Name	SR-79			SR-79			SR-74			SR-74		
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	0	1	0	1	1	0	0
Entry Pocket Length [ft]	295.00	100.00	100.00	60.00	100.00	100.00	360.00	100.00	315.00	475.00	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]	45.00			45.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	SR-79			SR-79			SR-74			SR-74		
Base Volume Input [veh/h]	152	15	540	17	13	7	16	992	110	467	903	32
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	135	0	0	2	0	0	28	0	0	8
Total Hourly Volume [veh/h]	152	15	405	17	13	5	16	992	82	467	903	24
Peak Hour Factor	0.8710	0.8710	0.8710	0.6170	0.6170	0.6170	0.9840	0.9840	0.9840	0.9420	0.9420	0.9420
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]	44	4	116	7	5	2	4	252	21	124	240	6
Total Analysis Volume [veh/h]	175	17	465	28	21	8	16	1008	83	496	959	25
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 m	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]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	12	35	0	5	28	0	5	31	0	33	59	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	14	0	0	10	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	16	39	0	9	32	0	9	35	0	37	63	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
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
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
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
g_i, Effective Green Time [s]	12	37	3	28	2	31	31	33	62	62
g / C, Green / Cycle	0.10	0.31	0.03	0.23	0.02	0.26	0.26	0.28	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.10	0.30	0.02	0.02	0.01	0.28	0.05	0.27	0.26	0.26
s, saturation flow rate [veh/h]	1810	1624	1810	1812	1810	3618	1615	1810	1900	1883
c, Capacity [veh/h]	181	497	46	420	32	940	420	498	983	974
d1, Uniform Delay [s]	53.80	41.07	57.87	35.98	58.42	44.41	34.65	43.45	18.89	18.91
k, delay calibration	0.37	0.43	0.11	0.11	0.11	0.50	0.50	0.45	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	49.37	30.76	12.11	0.07	11.71	50.72	1.05	37.61	1.83	1.86
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.97	0.97	0.61	0.07	0.50	1.07	0.20	1.00	0.50	0.50
d, Delay for Lane Group [s/veh]	103.17	71.83	69.98	36.05	70.13	95.12	35.70	81.05	20.72	20.76
Lane Group LOS	F	E	E	D	E	F	D	F	C	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.60	17.64	0.98	0.66	0.57	19.90	1.95	19.12	8.71	8.67
50th-Percentile Queue Length [ft/ln]	190.07	440.98	24.45	16.42	14.28	497.38	48.79	477.99	217.79	216.69
95th-Percentile Queue Length [veh/ln]	12.12	24.53	1.76	1.18	1.03	28.37	3.51	26.29	13.55	13.50
95th-Percentile Queue Length [ft/ln]	303.12	613.18	44.01	29.56	25.70	709.20	87.82	657.27	338.80	337.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	103.17	71.83	71.83	69.98	36.05	36.05	70.13	95.12	35.70	81.05	20.74	20.76
Movement LOS	F	E	E	E	D	D	E	F	D	F	C	C
d_A, Approach Delay [s/veh]	80.18			52.72			90.31			40.95		
Approach LOS	F			D			F			D		
d_I, Intersection Delay [s/veh]	65.51											
Intersection LOS	E											
Intersection V/C	0.865											

Emissions

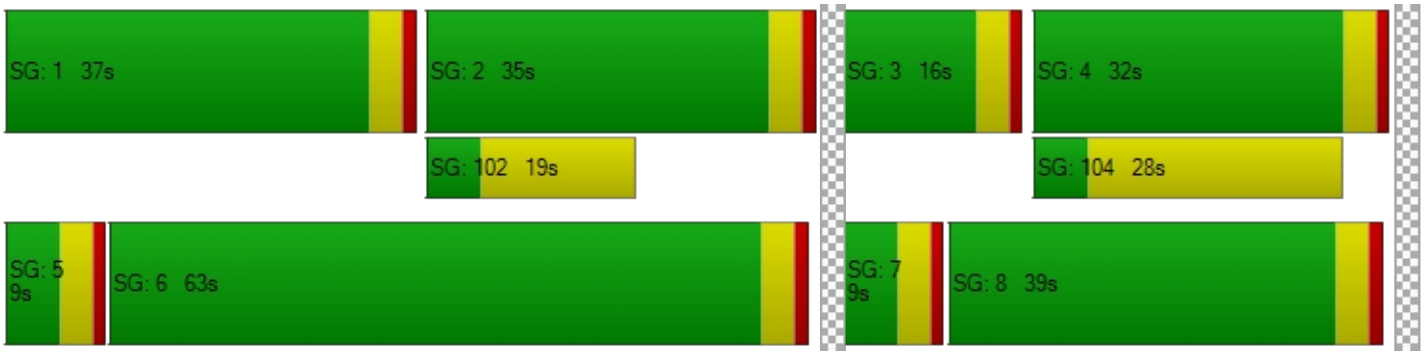
Vehicle Miles Traveled [mph]	19.46	53.59	1.23	1.27	1.65	103.71	8.54	506.34	503.90	500.62
Stops [stops/h]	228.09	529.18	29.34	19.71	17.13	1193.71	58.55	573.59	261.35	260.02
Fuel consumption [US gal/h]	7.18	15.46	0.81	0.50	0.55	41.31	1.79	33.94	22.97	22.83
CO [g/h]	501.64	1080.73	56.31	35.04	38.20	2887.34	124.96	2372.50	1605.46	1595.70
NOx [g/h]	97.60	210.27	10.96	6.82	7.43	561.77	24.31	461.60	312.36	310.46
VOC [g/h]	116.26	250.47	13.05	8.12	8.85	669.17	28.96	549.85	372.08	369.82

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	0.00	51.34	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.858	0.000	3.125	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	467	517	983
d_b, Bicycle Delay [s]	30.10	35.27	33.00	15.50
l_b,int, Bicycle LOS Score for Intersection	2.866	1.657	2.496	2.787
Bicycle LOS	C	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: Four Seasons Blvd/SR-74

Control Type:	Signalized	Delay (sec / veh):	4.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	Four Seasons Blvd		SR-74		SR-74	
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	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	370.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	300.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Four Seasons Blvd		SR-74		SR-74	
Base Volume Input [veh/h]	16	48	60	1474	1342	36
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
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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
Right Turn on Red Volume [veh/h]	0	12	0	0	0	9
Total Hourly Volume [veh/h]	16	36	60	1474	1342	27
Peak Hour Factor	0.7160	0.7160	0.9470	0.9470	0.9050	0.9050
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	13	16	389	371	7
Total Analysis Volume [veh/h]	22	50	63	1556	1483	30
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	75
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	5	0	28	67	35	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	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
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	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

Phasing & Timing: Pattern 1

Split [s]	9	0	32	66	34	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	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
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	4	63	55	55
g / C, Green / Cycle	0.05	0.05	0.05	0.84	0.74	0.74
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.03	0.43	0.29	0.02
s, saturation flow rate [veh/h]	1810	1615	1810	3618	5176	1615
c, Capacity [veh/h]	94	84	93	3044	3814	1190
d1, Uniform Delay [s]	34.12	34.78	34.97	1.65	3.64	2.65
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.26	6.62	8.39	0.62	0.30	0.04
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.23	0.60	0.68	0.51	0.39	0.03
d, Delay for Lane Group [s/veh]	35.38	41.40	43.36	2.27	3.94	2.69
Lane Group LOS	D	D	D	A	A	A
Critical Lane Group	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.41	1.02	1.26	0.26	1.26	0.06
50th-Percentile Queue Length [ft/ln]	10.22	25.61	31.51	6.52	31.44	1.59
95th-Percentile Queue Length [veh/ln]	0.74	1.84	2.27	0.47	2.26	0.11
95th-Percentile Queue Length [ft/ln]	18.39	46.10	56.72	11.73	56.59	2.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.38	41.40	43.36	2.27	3.94	2.69
Movement LOS	D	D	D	A	A	A
d_A, Approach Delay [s/veh]	39.56		3.87		3.92	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	4.69					
Intersection LOS	A					
Intersection V/C	0.461					

Emissions

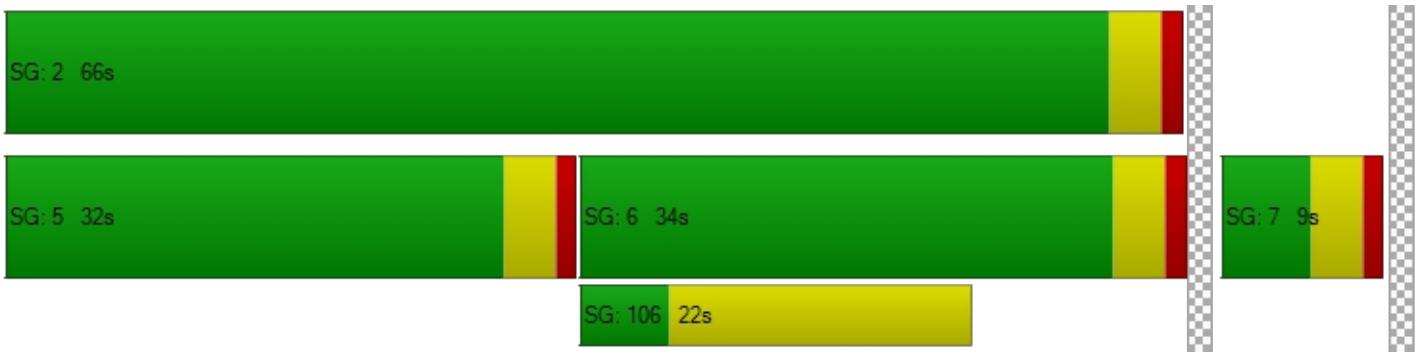
Vehicle Miles Traveled [mph]	1.74	3.96	64.31	1588.44	855.77	17.31
Stops [stops/h]	19.61	49.17	60.50	25.03	181.10	3.06
Fuel consumption [US gal/h]	0.34	0.86	3.64	54.30	32.63	0.64
CO [g/h]	23.66	59.82	254.32	3795.36	2280.64	44.95
NOx [g/h]	4.60	11.64	49.48	738.44	443.73	8.75
VOC [g/h]	5.48	13.86	58.94	879.61	528.56	10.42

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.186	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	133	1653	800
d_b, Bicycle Delay [s]	32.67	1.13	13.50
l_b,int, Bicycle LOS Score for Intersection	1.560	2.895	2.397
Bicycle LOS	A	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: California Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	40.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.755

Intersection Setup

Name	California Ave			California Ave			SR-74			SR-74		
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	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	510.00	100.00	100.00	510.00	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			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	California Ave			California Ave			SR-74			SR-74		
Base Volume Input [veh/h]	4	4	7	40	0	422	387	1096	4	9	957	42
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	2	0	0	106	0	0	1	0	0	11
Total Hourly Volume [veh/h]	4	4	5	40	0	316	387	1096	3	9	957	31
Peak Hour Factor	0.9060	0.9060	0.9060	0.8990	1.0000	0.8990	0.9410	0.9410	0.9410	0.8680	0.8680	0.8680
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]	1	1	1	11	0	88	103	291	1	3	276	9
Total Analysis Volume [veh/h]	4	4	6	44	0	352	411	1165	3	10	1103	36
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 m	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]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	21	0	0	21	28	0	5	12	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	5	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	10	0	0	0	7	0	0	7	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	2.0	0.0	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	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	0	29	0	35	0	0	40	33	0	23	16	0
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	5	0	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120
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
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
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	28	28	29	71	71	1	43	43
g / C, Green / Cycle	0.03	0.23	0.23	0.24	0.59	0.59	0.01	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.01	0.02	0.22	0.23	0.31	0.31	0.01	0.30	0.30
s, saturation flow rate [veh/h]	1743	1810	1615	1810	1900	1898	1810	1900	1879
c, Capacity [veh/h]	55	423	377	442	1119	1118	22	679	671
d1, Uniform Delay [s]	56.70	36.12	45.06	44.35	14.64	14.64	58.85	35.49	35.50
k, delay calibration	0.11	0.11	0.34	0.28	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.36	0.11	24.67	18.89	1.74	1.75	13.28	12.21	12.35
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.25	0.10	0.93	0.93	0.52	0.52	0.45	0.84	0.84
d, Delay for Lane Group [s/veh]	59.06	36.23	69.73	63.24	16.38	16.39	72.13	47.70	47.85
Lane Group LOS	E	D	E	E	B	B	E	D	D
Critical Lane Group	Yes	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.45	1.00	12.48	13.70	8.88	8.88	0.38	17.49	17.33
50th-Percentile Queue Length [ft/ln]	11.28	25.10	311.98	342.48	222.07	222.00	9.62	437.24	433.24
95th-Percentile Queue Length [veh/ln]	0.81	1.81	18.27	19.77	13.77	13.77	0.69	24.35	24.16
95th-Percentile Queue Length [ft/ln]	20.31	45.17	456.81	494.23	344.27	344.18	17.32	608.70	603.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.06	59.06	59.06	36.23	0.00	69.73	63.24	16.39	16.39	72.13	47.77	47.85
Movement LOS	E	E	E	D		E	E	B	B	E	D	D
d_A, Approach Delay [s/veh]	59.06			66.01			28.58			47.99		
Approach LOS	E			E			C			D		
d_I, Intersection Delay [s/veh]	40.55											
Intersection LOS	D											
Intersection V/C	0.755											

Emissions

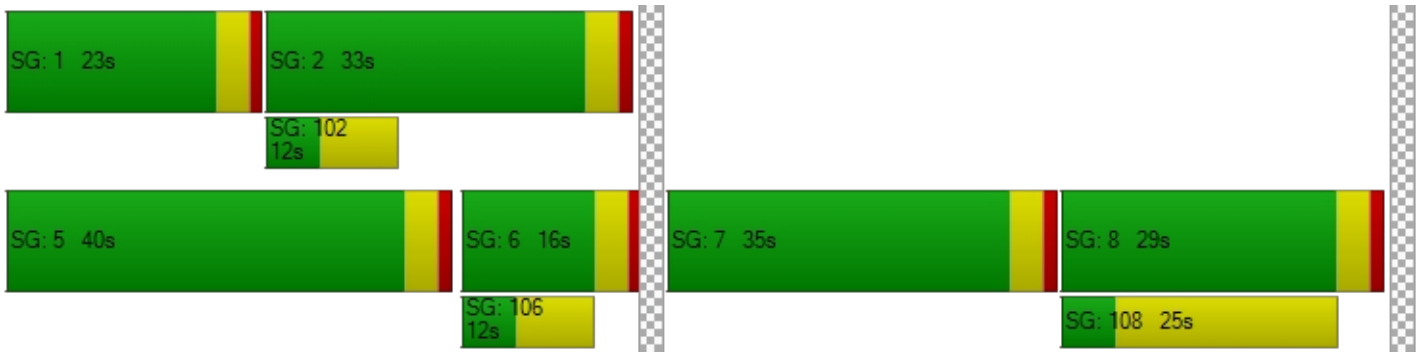
Vehicle Miles Traveled [mph]	4.67	12.70	101.60	237.17	337.09	336.90	9.98	571.61	565.47
Stops [stops/h]	13.54	30.12	374.37	410.98	266.49	266.40	11.54	524.68	519.89
Fuel consumption [US gal/h]	0.44	1.13	13.13	19.54	17.33	17.32	0.62	31.99	31.67
CO [g/h]	30.41	79.27	917.90	1365.81	1211.15	1210.59	43.44	2235.91	2213.42
NOx [g/h]	5.92	15.42	178.59	265.74	235.65	235.54	8.45	435.03	430.65
VOC [g/h]	7.05	18.37	212.73	316.54	280.70	280.57	10.07	518.19	512.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	0.00	51.34
I_p,int, Pedestrian LOS Score for Intersectio	1.748	2.650	0.000	2.794
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	417	517	483	200
d_b, Bicycle Delay [s]	37.60	33.00	34.50	48.60
I_b,int, Bicycle LOS Score for Intersection	1.586	1.560	2.863	2.517
Bicycle LOS	A	A	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 4: Warren Rd/SR-74

Control Type:	Signalized	Delay (sec / veh):	32.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name	Warren Rd				Southbound		SR-74			SR-74		
Approach	Northbound						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	1	1	0	2	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd						SR-74			SR-74		
Base Volume Input [veh/h]	230	266	300	26	199	114	170	806	155	172	697	13
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	75	0	0	29	0	0	39	0	0	3
Total Hourly Volume [veh/h]	230	266	225	26	199	85	170	806	116	172	697	10
Peak Hour Factor	0.9640	0.9640	0.9640	0.9620	0.9620	0.9620	0.9190	0.9190	0.9190	0.9480	0.9480	0.9480
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]	60	69	58	7	52	22	46	219	32	45	184	3
Total Analysis Volume [veh/h]	239	276	233	27	207	88	185	877	126	181	735	11
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 m	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]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	18	38	0	5	25	0	14	32	0	14	32	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	27	0	0	27	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	19	39	0	9	29	0	16	36	0	16	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
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]	15	22	22	3	10	10	12	47	47	12	47	47
g / C, Green / Cycle	0.15	0.22	0.22	0.03	0.10	0.10	0.12	0.47	0.47	0.12	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.13	0.08	0.14	0.01	0.06	0.05	0.10	0.27	0.27	0.10	0.20	0.20
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1818	1810	1900	1890
c, Capacity [veh/h]	270	810	362	48	366	163	216	897	858	212	893	888
d1, Uniform Delay [s]	41.69	32.61	35.20	48.10	42.85	42.73	43.17	19.07	19.09	43.28	17.49	17.49
k, delay calibration	0.23	0.11	0.11	0.11	0.11	0.11	0.22	0.50	0.50	0.21	0.50	0.50
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
d2, Incremental Delay [s]	17.79	0.25	1.93	9.87	1.37	2.74	16.92	2.63	2.76	16.18	1.44	1.45
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	0.88	0.34	0.64	0.56	0.57	0.54	0.86	0.57	0.57	0.85	0.42	0.42
d, Delay for Lane Group [s/veh]	59.48	32.85	37.12	57.97	44.22	45.47	60.09	21.70	21.85	59.45	18.93	18.94
Lane Group LOS	E	C	D	E	D	D	E	C	C	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.74	2.65	4.97	0.79	2.50	2.18	5.27	8.26	7.96	5.12	5.44	5.41
50th-Percentile Queue Length [ft/ln]	168.38	66.25	124.31	19.85	62.40	54.54	131.87	206.61	198.96	128.06	135.99	135.33
95th-Percentile Queue Length [veh/ln]	10.99	4.77	8.63	1.43	4.49	3.93	9.04	12.98	12.59	8.83	9.26	9.23
95th-Percentile Queue Length [ft/ln]	274.79	119.26	215.74	35.73	112.32	98.16	226.04	324.47	314.63	220.86	231.61	230.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.48	32.85	37.12	57.97	44.22	45.47	60.09	21.76	21.85	59.45	18.94	18.94
Movement LOS	E	C	D	E	D	D	E	C	C	E	B	B
d_A, Approach Delay [s/veh]	42.69			45.72			27.74			26.85		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	32.81											
Intersection LOS	C											
Intersection V/C	0.559											

Emissions

Vehicle Miles Traveled [mph]	50.08	57.84	48.83	14.70	112.68	47.90	184.69	511.21	490.10	90.00	185.96	185.00
Stops [stops/h]	242.47	190.81	179.01	28.58	179.72	78.53	189.90	297.51	286.51	184.41	195.83	194.88
Fuel consumption [US gal/h]	9.07	7.32	6.72	1.08	7.49	3.22	11.36	23.95	22.99	8.03	10.67	10.62
CO [g/h]	634.13	511.96	469.62	75.59	523.86	225.08	794.20	1673.98	1607.23	561.61	746.13	742.38
NOx [g/h]	123.38	99.61	91.37	14.71	101.92	43.79	154.52	325.69	312.71	109.27	145.17	144.44
VOC [g/h]	146.97	118.65	108.84	17.52	121.41	52.17	184.06	387.96	372.49	130.16	172.92	172.05

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.059	2.635	3.115	3.007
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]	700	500	640	640
d_b, Bicycle Delay [s]	21.13	28.13	23.12	23.12
l_b,int, Bicycle LOS Score for Intersection	2.239	1.849	2.572	2.327
Bicycle LOS	B	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 5: Acacia Ave/SR-74

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Acacia Ave		SR-74		SR-74	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	100.00
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]	40.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Acacia Ave		SR-74		SR-74	
Base Volume Input [veh/h]	0	6	917	268	0	982
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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	6	917	268	0	982
Peak Hour Factor	1.0000	0.7500	0.9620	0.9620	1.0000	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	238	70	0	265
Total Analysis Volume [veh/h]	0	8	953	279	0	1062
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	11.76	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.13	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.76		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Project Dwy 1/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Project Dwy1		Acacia Ave		Acacia Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy1		Acacia Ave		Acacia Ave	
Base Volume Input [veh/h]	0	0	268	0	0	14
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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	268	0	0	14
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	71	0	0	4
Total Analysis Volume [veh/h]	0	0	282	0	0	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.15	9.73	0.00	0.00	7.79	0.00
Movement LOS	B	A	A	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]	9.94		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Cawston Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	24.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
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	0	1	0	1	1	0	0
Entry Pocket Length [ft]	65.00	100.00	100.00	120.00	100.00	100.00	440.00	100.00	340.00	435.00	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			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
Base Volume Input [veh/h]	235	54	16	68	107	167	176	717	23	23	557	57
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	4	0	0	42	0	0	6	0	0	14
Total Hourly Volume [veh/h]	235	54	12	68	107	125	176	717	17	23	557	43
Peak Hour Factor	0.9440	0.9440	0.9440	0.9170	0.9170	0.9170	0.9230	0.9230	0.9230	0.8380	0.8380	0.8380
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]	62	14	3	19	29	34	48	194	5	7	166	13
Total Analysis Volume [veh/h]	249	57	13	74	117	136	191	777	18	27	665	51
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 m	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]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	19	25	0	7	13	0	10	12	0	10	12	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	7	0	0	7	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	16	29	0	11	24	0	14	21	0	9	16	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

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	R	L	C	C
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
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]	11	17	17	4	10	10	9	31	31	2	24	24
g / C, Green / Cycle	0.16	0.25	0.25	0.05	0.14	0.14	0.13	0.44	0.44	0.03	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.14	0.02	0.02	0.04	0.06	0.08	0.11	0.21	0.01	0.01	0.19	0.19
s, saturation flow rate [veh/h]	1810	1900	1781	1810	1900	1615	1810	3618	1615	1810	1900	1853
c, Capacity [veh/h]	293	475	445	99	272	231	233	1582	706	53	642	626
d1, Uniform Delay [s]	28.52	20.08	20.09	32.60	27.40	28.07	29.71	14.11	11.21	33.46	18.95	18.95
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.20	0.50	0.50	0.11	0.50	0.50
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
d2, Incremental Delay [s]	6.89	0.07	0.07	10.52	1.08	2.38	12.17	1.09	0.07	7.22	3.56	3.66
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	0.85	0.08	0.08	0.75	0.43	0.59	0.82	0.49	0.03	0.51	0.56	0.56
d, Delay for Lane Group [s/veh]	35.41	20.14	20.16	43.12	28.48	30.46	41.87	15.21	11.27	40.68	22.51	22.61
Lane Group LOS	D	C	C	D	C	C	D	B	B	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.43	0.43	0.42	1.49	1.80	2.20	3.60	3.77	0.14	0.52	4.69	4.60
50th-Percentile Queue Length [ft/ln]	110.84	10.85	10.49	37.14	45.02	55.03	89.88	94.25	3.57	13.01	117.32	115.02
95th-Percentile Queue Length [veh/ln]	7.89	0.78	0.76	2.67	3.24	3.96	6.47	6.79	0.26	0.94	8.25	8.12
95th-Percentile Queue Length [ft/ln]	197.17	19.53	18.88	66.86	81.04	99.05	161.79	169.65	6.43	23.42	206.14	202.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.41	20.15	20.16	43.12	28.48	30.46	41.87	15.21	11.27	40.68	22.55	22.61
Movement LOS	D	C	C	D	C	C	D	B	B	D	C	C
d_A, Approach Delay [s/veh]	32.06			32.61			20.30			23.22		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	24.49											
Intersection LOS	C											
Intersection V/C	0.518											

Emissions

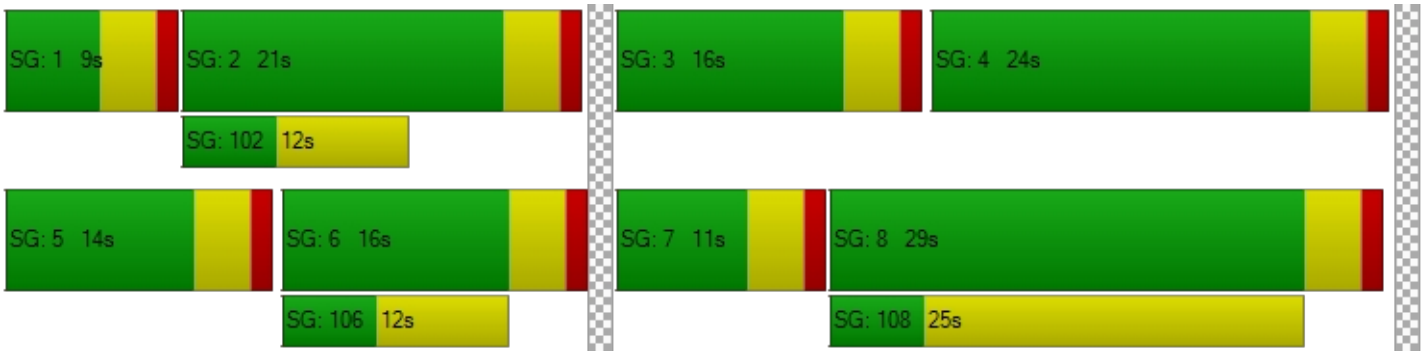
Vehicle Miles Traveled [mph]	23.04	3.30	3.18	7.03	11.11	12.92	32.60	132.61	3.07	3.60	48.30	47.16
Stops [stops/h]	228.02	22.32	21.57	76.41	92.62	113.20	184.90	387.76	7.35	26.76	241.35	236.60
Fuel consumption [US gal/h]	4.00	0.41	0.39	1.36	1.65	2.00	5.56	12.80	0.26	0.75	6.98	6.84
CO [g/h]	279.78	28.32	27.34	95.12	115.13	139.80	388.47	894.57	17.97	52.77	487.99	478.06
NOx [g/h]	54.44	5.51	5.32	18.51	22.40	27.20	75.58	174.05	3.50	10.27	94.94	93.01
VOC [g/h]	64.84	6.56	6.34	22.05	26.68	32.40	90.03	207.33	4.16	12.23	113.10	110.80

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	0.00	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.245	2.481	0.000	2.837
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	714	571	486	343
d_b, Bicycle Delay [s]	14.46	17.86	20.06	24.03
l_b,int, Bicycle LOS Score for Intersection	1.826	2.168	2.378	2.184
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 8: Cawston Ave/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.233

Intersection Setup

Name	Cawston Ave		Acacia Ave		W Acacia Ave	
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	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	150.00
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		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave		Acacia Ave		W Acacia Ave	
Base Volume Input [veh/h]	134	3	7	276	11	271
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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]	134	3	7	276	11	271
Peak Hour Factor	0.7370	0.7370	0.8610	0.8610	0.8690	0.8690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	1	2	80	3	78
Total Analysis Volume [veh/h]	182	4	8	321	13	312
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.00	8.34	7.90	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.90	0.01	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	22.49	0.28	0.33	0.17	0.00	0.00
d_A, Approach Delay [s/veh]	10.94		0.19		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.50					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 9: Cawston Ave (To Be Constructed)/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Acacia Ave		Acacia Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	50.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Acacia Ave		Acacia Ave	
Base Volume Input [veh/h]	0	0	268	0	0	14
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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	268	0	0	14
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	71	0	0	4
Total Analysis Volume [veh/h]	0	0	282	0	0	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.27	9.06	0.00	0.00	7.79	0.00
Movement LOS	B	A	A	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]	9.66		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Cawston Ave (To Be Constructed)/Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	1	0	0
Exit Pocket Length [ft]	0.00	100.00	0.00	100.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	0.00	8.50	8.30
Movement LOS	A	A	A	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]	3.60		0.00		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 11: Cawston Ave (To Be Constructed)/Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	100.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	0.00	8.50	8.30
Movement LOS	A	A	A	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]	3.60		0.00		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 12: Cawston Ave (To Be Constructed)/Project Dwy 4

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	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	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	0.00	8.50	8.30
Movement LOS	A	A	A	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]	3.60		0.00		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.00					
Intersection LOS						

Intersection Level Of Service Report
Intersection 13: Sanderson Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	35.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			SR-74			SR-74		
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	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	230.00	100.00	110.00	175.00	100.00	200.00	420.00	100.00	615.00	420.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			SR-74			SR-74		
Base Volume Input [veh/h]	157	610	129	139	591	49	223	589	88	204	454	131
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	32	0	0	12	0	0	22	0	0	33
Total Hourly Volume [veh/h]	157	610	97	139	591	37	223	589	66	204	454	98
Peak Hour Factor	0.9430	0.9430	0.9430	0.9710	0.9710	0.9710	0.9270	0.9270	0.9270	0.8710	0.8710	0.8710
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]	42	162	26	36	152	10	60	159	18	59	130	28
Total Analysis Volume [veh/h]	166	647	103	143	609	38	241	635	71	234	521	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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	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]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	20	25	0	12	17	0	22	28	0	19	25	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	23	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	16	29	0	12	25	0	20	32	0	17	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
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]	10	20	20	8	18	18	14	33	33	13	32	32
g / C, Green / Cycle	0.11	0.22	0.22	0.09	0.20	0.20	0.15	0.37	0.37	0.14	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.09	0.18	0.06	0.08	0.17	0.17	0.13	0.18	0.04	0.13	0.17	0.17
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1861	1810	3618	1615	1810	1900	1784
c, Capacity [veh/h]	202	803	358	161	379	371	278	1328	593	261	680	638
d1, Uniform Delay [s]	39.12	33.18	29.10	40.56	34.83	34.84	37.18	21.87	18.86	37.83	22.42	22.42
k, delay calibration	0.11	0.11	0.11	0.11	0.20	0.20	0.11	0.50	0.50	0.15	0.50	0.50
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
d2, Incremental Delay [s]	8.17	1.97	0.44	15.62	10.35	10.60	8.00	1.24	0.41	13.72	2.43	2.59
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	0.82	0.81	0.29	0.89	0.86	0.86	0.87	0.48	0.12	0.90	0.48	0.48
d, Delay for Lane Group [s/veh]	47.29	35.15	29.54	56.18	45.19	45.44	45.18	23.11	19.27	51.56	24.85	25.01
Lane Group LOS	D	D	C	E	D	D	D	C	B	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.99	6.75	1.87	3.79	7.85	7.72	5.64	5.12	1.01	5.91	5.56	5.26
50th-Percentile Queue Length [ft/ln]	99.79	168.77	46.68	94.67	196.26	193.02	140.92	128.01	25.29	147.72	139.09	131.42
95th-Percentile Queue Length [veh/ln]	7.18	11.01	3.36	6.82	12.45	12.28	9.53	8.83	1.82	9.90	9.43	9.02
95th-Percentile Queue Length [ft/ln]	179.62	275.29	84.03	170.40	311.13	306.94	238.26	220.79	45.52	247.38	235.80	225.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.29	35.15	29.54	56.18	45.30	45.44	45.18	23.11	19.27	51.56	24.91	25.01
Movement LOS	D	D	C	E	D	D	D	C	B	D	C	C
d_A, Approach Delay [s/veh]	36.72			47.28			28.43			32.11		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	35.72											
Intersection LOS	D											
Intersection V/C	0.569											

Emissions

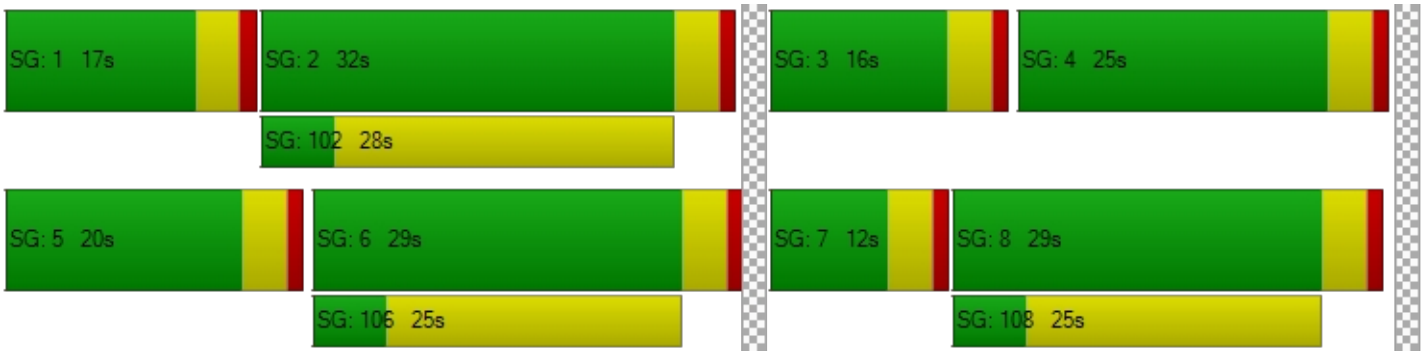
Vehicle Miles Traveled [mph]	26.79	104.41	16.62	34.93	79.81	78.23	94.12	247.99	27.73	65.51	91.51	85.99
Stops [stops/h]	159.67	540.05	74.70	151.47	314.01	308.83	225.46	409.64	40.46	236.35	222.54	210.27
Fuel consumption [US gal/h]	3.58	11.91	1.72	3.91	8.02	7.89	7.50	15.52	1.64	6.73	6.81	6.42
CO [g/h]	250.41	832.49	119.95	273.27	560.93	551.37	524.15	1084.79	114.61	470.40	476.34	448.93
NOx [g/h]	48.72	161.97	23.34	53.17	109.14	107.28	101.98	211.06	22.30	91.52	92.68	87.35
VOC [g/h]	58.04	192.94	27.80	63.33	130.00	127.79	121.48	251.41	26.56	109.02	110.40	104.04

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.903	2.676	0.000	2.761
Crosswalk LOS	C	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	556	467	622	556
d_b, Bicycle Delay [s]	23.47	26.45	21.36	23.47
l_b,int, Bicycle LOS Score for Intersection	2.342	2.221	2.359	2.303
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 14: Sanderson Ave/Acacia Ave

Control Type:	Signalized	Delay (sec / veh):	24.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			W Acacia Ave			W Acacia Ave		
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	0	1	0	0	1	0	0
Entry Pocket Length [ft]	135.00	100.00	100.00	195.00	100.00	100.00	66.00	100.00	100.00	100.00	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			40.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			W Acacia Ave			W Acacia Ave		
Base Volume Input [veh/h]	95	865	86	145	789	16	11	220	198	139	179	165
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	22	0	0	4	0	0	50	0	0	41
Total Hourly Volume [veh/h]	95	865	64	145	789	12	11	220	148	139	179	124
Peak Hour Factor	0.9840	0.9840	0.9840	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9090	0.9090	0.9090
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]	24	220	16	38	207	3	3	58	39	38	49	34
Total Analysis Volume [veh/h]	97	879	65	152	826	13	12	230	155	153	197	136
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 m	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]	75
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	15	0	12	19	0	9	25	0	12	28	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	14	0	0	17	0	0	23	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	10	21	0	12	23	0	10	30	0	12	32	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

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	R	L	C
C, Calculated Cycle Length [s]	75	75	75	75	75	75	75	75	75	75	75
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
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
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
g_i, Effective Green Time [s]	5	32	32	8	34	34	1	12	12	8	18
g / C, Green / Cycle	0.07	0.42	0.42	0.10	0.46	0.46	0.02	0.15	0.15	0.10	0.24
(v / s)_i Volume / Saturation Flow Rate	0.05	0.25	0.25	0.08	0.23	0.01	0.01	0.12	0.10	0.08	0.19
s, saturation flow rate [veh/h]	1810	1900	1854	1810	3618	1615	1810	1900	1615	1810	1772
c, Capacity [veh/h]	125	803	783	189	1656	739	29	295	251	190	433
d1, Uniform Delay [s]	34.34	16.71	16.71	32.85	14.29	11.12	36.57	30.45	29.61	32.82	26.37
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
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
d2, Incremental Delay [s]	9.86	3.24	3.32	7.85	1.08	0.04	9.55	4.48	2.48	7.83	2.91
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
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
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

Lane Group Results

X, volume / capacity	0.78	0.60	0.60	0.81	0.50	0.02	0.42	0.78	0.62	0.81	0.77
d, Delay for Lane Group [s/veh]	44.21	19.95	20.03	40.70	15.37	11.16	46.12	34.93	32.09	40.66	29.29
Lane Group LOS	D	B	C	D	B	B	D	C	C	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.03	6.55	6.41	3.03	4.74	0.12	0.28	4.10	2.62	3.01	5.53
50th-Percentile Queue Length [ft/ln]	50.86	163.77	160.29	75.73	118.56	2.98	7.08	102.58	65.52	75.25	138.33
95th-Percentile Queue Length [veh/ln]	3.66	10.75	10.56	5.45	8.31	0.21	0.51	7.39	4.72	5.42	9.39
95th-Percentile Queue Length [ft/ln]	91.56	268.70	264.10	136.32	207.84	5.36	12.74	184.65	117.94	135.44	234.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.21	19.99	20.03	40.70	15.37	11.16	46.12	34.93	32.09	40.66	29.29	29.29
Movement LOS	D	B	C	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	22.25			19.20			34.16			32.87		
Approach LOS	C			B			C			C		
d_I, Intersection Delay [s/veh]	24.61											
Intersection LOS	C											
Intersection V/C	0.541											

Emissions

Vehicle Miles Traveled [mph]	54.53	268.56	262.15	12.45	67.65	1.06	5.71	109.36	73.70	78.55	170.96
Stops [stops/h]	97.66	314.43	307.75	145.41	455.26	5.71	13.59	196.96	125.80	144.47	265.59
Fuel consumption [US gal/h]	3.66	14.73	14.39	2.57	7.88	0.10	0.45	7.49	4.89	5.35	10.50
CO [g/h]	255.63	1029.81	1006.06	179.97	551.11	7.33	31.49	523.34	341.66	373.72	733.86
NOx [g/h]	49.74	200.36	195.74	35.01	107.23	1.43	6.13	101.82	66.47	72.71	142.78
VOC [g/h]	59.24	238.67	233.16	41.71	127.73	1.70	7.30	121.29	79.18	86.61	170.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	29.04	29.04	29.04
l_p,int, Pedestrian LOS Score for Intersectio	2.762	2.786	2.441	2.369
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	453	507	693	747
d_b, Bicycle Delay [s]	22.43	20.91	16.01	14.73
l_b,int, Bicycle LOS Score for Intersection	2.437	2.380	2.297	2.429
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 15: Sanderson Ave/Stetson Ave

Control Type:	Signalized	Delay (sec / veh):	43.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.767

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			Stetson Ave			Stetson Ave		
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	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	180.00	210.00	100.00	100.00	205.00	100.00	100.00	100.00	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]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	30	621	584	155	742	79	164	552	25	348	693	123
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
Proportion of CAVs [%]	0.00											
Growth 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
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	0	0	0	0	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	146	0	0	20	0	0	6	0	0	31
Total Hourly Volume [veh/h]	30	621	438	155	742	59	164	552	19	348	693	92
Peak Hour Factor	0.9400	0.9400	0.9400	0.8720	0.8720	0.8720	0.8700	0.8700	0.8700	0.9300	0.9300	0.9300
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	165	116	44	213	17	47	159	5	94	186	25
Total Analysis Volume [veh/h]	32	661	466	178	851	68	189	634	22	374	745	99
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 m	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]	115
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	25	0	10	25	0	10	16	0	18	24	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	10	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	20	22	0	19	21	0	27	26	0	48	47	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated 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]	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]	3	37	37	13	47	47	14	23	23	26	35	35
g / C, Green / Cycle	0.03	0.32	0.32	0.11	0.41	0.41	0.12	0.20	0.20	0.23	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.02	0.18	0.29	0.10	0.24	0.25	0.10	0.17	0.17	0.21	0.23	0.23
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1851	1810	1900	1878	1810	1900	1823
c, Capacity [veh/h]	52	1165	520	207	774	754	221	376	372	410	575	552
d1, Uniform Delay [s]	55.22	32.34	37.15	50.03	26.73	26.73	49.49	44.75	44.75	43.36	36.16	36.19
k, delay calibration	0.11	0.50	0.50	0.24	0.50	0.50	0.11	0.11	0.11	0.12	0.11	0.11
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
d2, Incremental Delay [s]	11.28	2.01	20.70	19.50	3.43	3.53	9.16	6.57	6.65	9.02	1.98	2.08
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	0.62	0.57	0.90	0.86	0.60	0.60	0.86	0.88	0.88	0.91	0.75	0.75
d, Delay for Lane Group [s/veh]	66.50	34.35	57.85	69.52	30.16	30.26	58.65	51.32	51.40	52.38	38.14	38.27
Lane Group LOS	E	C	E	E	C	C	E	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.06	7.64	14.84	6.00	10.20	9.96	5.73	9.49	9.39	11.32	11.10	10.70
50th-Percentile Queue Length [ft/ln]	26.45	191.00	370.96	150.05	254.91	248.95	143.23	237.26	234.73	282.93	277.51	267.52
95th-Percentile Queue Length [veh/ln]	1.90	12.17	21.16	10.02	15.43	15.13	9.65	14.54	14.41	16.83	16.56	16.07
95th-Percentile Queue Length [ft/ln]	47.60	304.33	528.90	250.50	385.83	378.33	241.36	363.57	360.36	420.85	414.11	401.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.50	34.35	57.85	69.52	30.20	30.26	58.65	51.36	51.40	52.38	38.19	38.27
Movement LOS	E	C	E	E	C	C	E	D	D	D	D	D
d_A, Approach Delay [s/veh]	44.68			36.59			52.99			42.55		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	43.65											
Intersection LOS	D											
Intersection V/C	0.767											

Emissions

Vehicle Miles Traveled [mph]	8.87	183.32	129.24	78.66	205.66	200.44	20.10	35.08	34.68	567.31	652.53	627.71
Stops [stops/h]	33.11	478.34	464.51	187.89	319.19	311.73	179.35	297.09	293.92	354.27	347.49	334.98
Fuel consumption [US gal/h]	1.15	16.85	15.69	7.55	13.87	13.54	5.17	8.34	8.25	29.30	32.12	30.91
CO [g/h]	80.31	1177.90	1096.78	527.77	969.83	946.41	361.68	583.08	576.94	2047.90	2245.21	2160.85
NOx [g/h]	15.63	229.18	213.39	102.69	188.69	184.14	70.37	113.45	112.25	398.45	436.84	420.42
VOC [g/h]	18.61	272.99	254.19	122.32	224.77	219.34	83.82	135.13	133.71	474.62	520.35	500.80

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.85	0.00	48.85	48.85
l_p,int, Pedestrian LOS Score for Intersectio	3.297	0.000	2.824	2.878
Crosswalk LOS	C	F	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	313	296	383	748
d_b, Bicycle Delay [s]	40.91	41.76	37.60	22.54
l_b,int, Bicycle LOS Score for Intersection	2.636	2.481	2.262	2.590
Bicycle LOS	B	B	B	B

Sequence

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

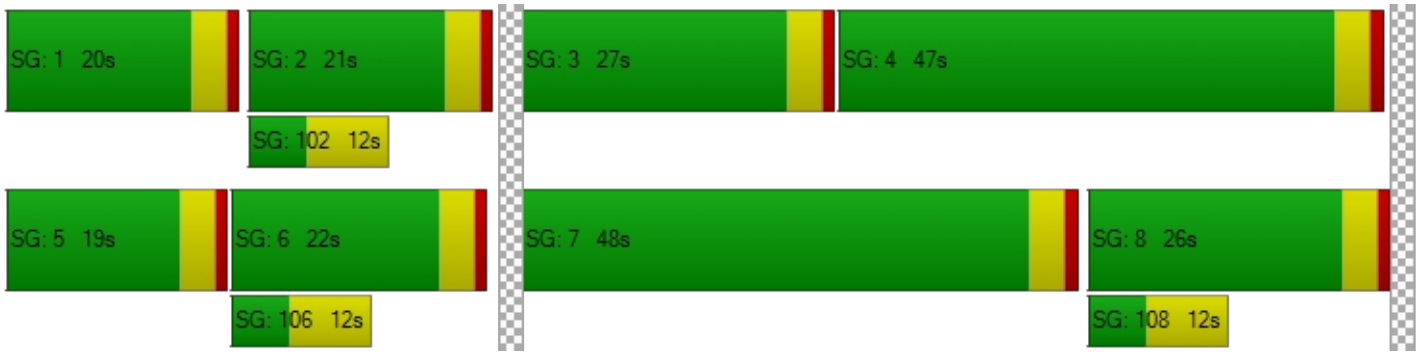


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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	WB Left	0.854	53.9	D
2	Four Seasons Blvd/SR-74	Signalized	HCM 7th Edition	SB Right	0.413	4.0	A
3	California Ave/SR-74	Signalized	HCM 7th Edition	WB Left	0.710	37.0	D
4	Warren Rd/SR-74	Signalized	HCM 7th Edition	WB Left	0.552	31.0	C
5	Acacia Ave/SR-74	Two-way stop	HCM 7th Edition	NB Right	0.025	10.8	B
6	Project Dwy 1/Acacia Ave	Two-way stop	HCM 7th Edition	NB Right	0.022	9.9	A
7	Cawston Ave/SR-74	Signalized	HCM 7th Edition	SB Left	0.416	21.0	C
8	Cawston Ave/Acacia Ave	Two-way stop	HCM 7th Edition	SB Left	0.186	11.0	B
9	Cawston Ave (To Be Constructed)/Acacia Ave	Two-way stop	HCM 7th Edition	NB Left	0.007	11.4	B
10	Cawston Ave (To Be Constructed)/Project Dwy 2	Two-way stop	HCM 7th Edition	EB Left	0.002	9.0	A
11	Cawston Ave (To Be Constructed)/Project Dwy 3	Two-way stop	HCM 7th Edition	EB Left	0.020	8.8	A
12	Cawston Ave (To Be Constructed)/Project Dwy 4	Two-way stop	HCM 7th Edition	EB Left	0.003	8.5	A
13	Sanderson Ave/SR-74	Signalized	HCM 7th Edition	WB Left	0.502	34.5	C
14	Sanderson Ave/Acacia Ave	Signalized	HCM 7th Edition	NB Left	0.528	24.2	C
15	Sanderson Ave/Stetson Ave	Signalized	HCM 7th Edition	WB Left	0.829	46.5	D

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: SR-79/SR-74

Control Type:	Signalized	Delay (sec / veh):	53.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.854

Intersection Setup

Name	SR-79			SR-79			SR-74			SR-74		
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	0	1	0	1	1	0	0
Entry Pocket Length [ft]	295.00	100.00	100.00	60.00	100.00	100.00	360.00	100.00	315.00	475.00	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]	45.00			45.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	SR-79			SR-79			SR-74			SR-74		
Base Volume Input [veh/h]	98	12	328	24	43	1	9	842	118	508	820	53
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	16	24	0	0	0	9	0	5	9	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	88	0	0	0	0	0	30	0	0	14
Total Hourly Volume [veh/h]	100	12	263	48	44	1	9	868	90	523	845	40
Peak Hour Factor	0.8640	0.8640	0.8640	0.5980	0.5980	0.5980	0.8850	0.8850	0.8850	0.8440	0.8440	0.8440
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]	29	3	76	20	18	0	3	245	25	155	250	12
Total Analysis Volume [veh/h]	116	14	304	80	74	2	10	981	102	620	1001	47
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 m	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]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	17	36	0	9	28	0	6	19	0	40	53	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	14	0	0	10	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	13	35	0	10	32	0	10	31	0	44	65	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
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
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
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
g_i, Effective Green Time [s]	9	25	6	22	1	33	33	40	71	71
g / C, Green / Cycle	0.08	0.21	0.05	0.19	0.01	0.27	0.27	0.33	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.06	0.20	0.04	0.04	0.01	0.27	0.06	0.34	0.28	0.28
s, saturation flow rate [veh/h]	1810	1626	1810	1891	1810	3618	1615	1810	1900	1870
c, Capacity [veh/h]	136	345	90	354	22	981	438	603	1125	1107
d1, Uniform Delay [s]	54.85	46.29	56.65	41.29	58.85	43.74	34.03	40.00	13.81	13.85
k, delay calibration	0.11	0.20	0.11	0.11	0.11	0.50	0.50	0.48	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.90	16.67	22.83	0.30	13.21	28.83	1.24	43.35	1.40	1.44
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.85	0.92	0.88	0.21	0.45	1.00	0.23	1.03	0.47	0.47
d, Delay for Lane Group [s/veh]	68.76	62.96	79.48	41.59	72.06	72.56	35.27	83.35	15.21	15.30
Lane Group LOS	E	E	E	D	E	F	D	F	B	B
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.90	10.57	2.93	1.89	0.38	17.72	2.38	23.94	7.56	7.53
50th-Percentile Queue Length [ft/ln]	97.60	264.26	73.14	47.31	9.38	442.93	59.59	598.42	189.03	188.37
95th-Percentile Queue Length [veh/ln]	7.03	15.90	5.27	3.41	0.68	24.63	4.29	32.57	12.07	12.04
95th-Percentile Queue Length [ft/ln]	175.68	397.56	131.66	85.17	16.89	615.64	107.26	814.28	301.77	300.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.76	62.96	62.96	79.48	41.59	41.59	72.06	72.56	35.27	83.35	15.25	15.30
Movement LOS	E	E	E	E	D	D	E	F	D	F	B	B
d_A, Approach Delay [s/veh]	64.51			61.02			69.08			40.56		
Approach LOS	E			E			E			D		
d_I, Intersection Delay [s/veh]	53.92											
Intersection LOS	D											
Intersection V/C	0.854											

Emissions

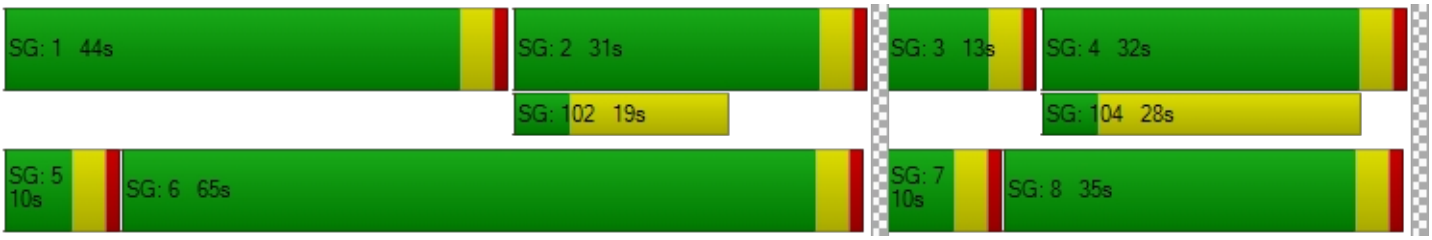
Vehicle Miles Traveled [mph]	12.88	35.32	3.52	3.34	0.97	95.34	9.91	632.96	537.02	532.88
Stops [stops/h]	117.12	317.11	87.77	56.78	11.26	1063.02	71.50	718.11	226.84	226.04
Fuel consumption [US gal/h]	3.52	9.23	2.51	1.46	0.35	33.99	2.16	42.73	23.09	22.94
CO [g/h]	246.10	644.98	175.14	102.31	24.61	2376.23	151.10	2987.12	1614.28	1603.47
NOx [g/h]	47.88	125.49	34.08	19.91	4.79	462.33	29.40	581.18	314.08	311.98
VOC [g/h]	57.04	149.48	40.59	23.71	5.70	550.72	35.02	692.29	374.12	371.62

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	0.00	51.34	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.764	0.000	3.118	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	517	467	450	1017
d_b, Bicycle Delay [s]	33.00	35.27	36.04	14.50
l_b,int, Bicycle LOS Score for Intersection	2.421	1.817	2.486	2.947
Bicycle LOS	B	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: Four Seasons Blvd/SR-74

Control Type:	Signalized	Delay (sec / veh):	4.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

Intersection Setup

Name	Four Seasons Blvd		SR-74		SR-74	
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	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	370.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	300.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Four Seasons Blvd		SR-74		SR-74	
Base Volume Input [veh/h]	19	69	20	1163	1241	29
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
Proportion of CAVs [%]	0.00					
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	49	14	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
Right Turn on Red Volume [veh/h]	0	18	0	0	0	8
Total Hourly Volume [veh/h]	19	52	20	1235	1280	22
Peak Hour Factor	0.8750	0.8750	0.9070	0.9070	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	15	6	340	357	6
Total Analysis Volume [veh/h]	22	59	22	1362	1427	25
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	75
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	19	0	12	53	37	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	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
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	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

Phasing & Timing: Pattern 1

Split [s]	16	0	23	59	36	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	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
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	2	63	57	57
g / C, Green / Cycle	0.05	0.05	0.03	0.84	0.76	0.76
(v / s)_i Volume / Saturation Flow Rate	0.01	0.04	0.01	0.38	0.28	0.02
s, saturation flow rate [veh/h]	1810	1615	1810	3618	5176	1615
c, Capacity [veh/h]	100	89	48	3032	3926	1225
d1, Uniform Delay [s]	33.89	34.75	35.99	1.58	3.02	2.22
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.10	8.13	6.83	0.48	0.26	0.03
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.22	0.66	0.46	0.45	0.36	0.02
d, Delay for Lane Group [s/veh]	34.99	42.87	42.82	2.06	3.28	2.25
Lane Group LOS	C	D	D	A	A	A
Critical Lane Group	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.40	1.23	0.46	0.20	0.89	0.04
50th-Percentile Queue Length [ft/ln]	10.12	30.76	11.45	5.09	22.25	1.03
95th-Percentile Queue Length [veh/ln]	0.73	2.21	0.82	0.37	1.60	0.07
95th-Percentile Queue Length [ft/ln]	18.22	55.37	20.61	9.16	40.05	1.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.99	42.87	42.82	2.06	3.28	2.25
Movement LOS	C	D	D	A	A	A
d_A, Approach Delay [s/veh]	40.73		2.71		3.26	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	4.04					
Intersection LOS	A					
Intersection V/C	0.413					

Emissions

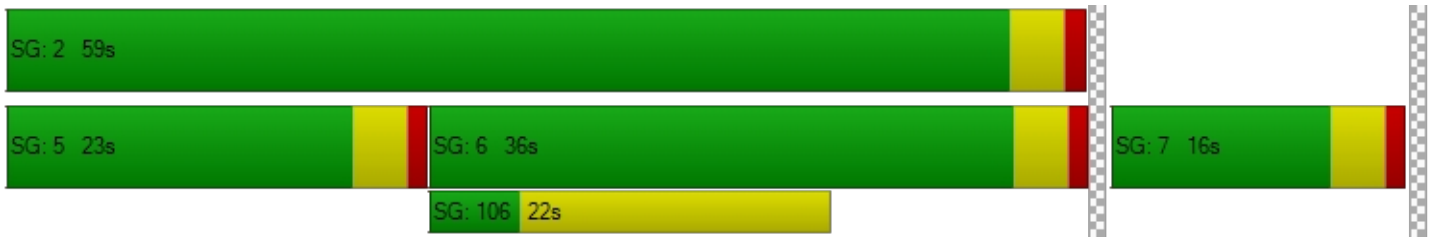
Vehicle Miles Traveled [mph]	1.74	4.67	22.46	1390.46	821.51	14.39
Stops [stops/h]	19.43	59.06	21.99	19.53	128.16	1.98
Fuel consumption [US gal/h]	0.34	1.03	1.28	47.43	30.43	0.52
CO [g/h]	23.46	72.22	89.57	3315.64	2127.11	36.61
NOx [g/h]	4.56	14.05	17.43	645.10	413.86	7.12
VOC [g/h]	5.44	16.74	20.76	768.43	492.98	8.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.187	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	320	1467	853
d_b, Bicycle Delay [s]	26.46	2.67	12.33
l_b,int, Bicycle LOS Score for Intersection	1.560	2.701	2.363
Bicycle LOS	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: California Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	37.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	California Ave			California Ave			SR-74			SR-74		
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	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	510.00	100.00	100.00	504.00	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			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	California Ave			California Ave			SR-74			SR-74		
Base Volume Input [veh/h]	6	6	7	34	0	487	253	922	3	2	782	20
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0400	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
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	49	0	0	14	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	2	0	0	124	0	0	1	0	0	5
Total Hourly Volume [veh/h]	6	6	5	35	0	373	258	989	2	2	812	15
Peak Hour Factor	0.6790	0.6790	0.6790	0.8240	1.0000	0.8240	0.9020	0.9020	0.9020	0.8490	0.8490	0.8490
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]	2	2	2	11	0	113	72	274	1	1	239	4
Total Analysis Volume [veh/h]	9	9	7	42	0	453	286	1096	2	2	956	18
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 m	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]	95
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	35	0	0	32	12	0	32	12	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	5	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	10	0	0	0	7	0	0	7	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	2.0	0.0	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	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	0	29	0	30	0	0	20	16	0	20	16	0
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	5	0	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	95	95	95	95	95	95	95	95	95
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
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
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	26	26	16	48	48	0	32	32
g / C, Green / Cycle	0.05	0.27	0.27	0.17	0.50	0.50	0.00	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.01	0.02	0.28	0.16	0.29	0.29	0.00	0.26	0.26
s, saturation flow rate [veh/h]	1780	1810	1615	1810	1900	1899	1810	1900	1888
c, Capacity [veh/h]	92	495	442	305	955	955	6	642	638
d1, Uniform Delay [s]	43.33	25.65	34.50	39.01	16.51	16.51	47.23	28.04	28.04
k, delay calibration	0.11	0.11	0.28	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.57	0.07	38.55	13.18	2.51	2.52	28.77	8.30	8.35
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.08	1.02	0.94	0.57	0.57	0.33	0.76	0.76
d, Delay for Lane Group [s/veh]	44.90	25.73	73.05	52.19	19.02	19.03	76.01	36.34	36.39
Lane Group LOS	D	C	F	D	B	B	E	D	D
Critical Lane Group	Yes	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.60	0.68	14.23	7.28	7.86	7.85	0.10	11.07	11.01
50th-Percentile Queue Length [ft/ln]	15.05	17.02	355.68	182.04	196.38	196.30	2.38	276.73	275.16
95th-Percentile Queue Length [veh/ln]	1.08	1.23	20.72	11.71	12.45	12.45	0.17	16.53	16.45
95th-Percentile Queue Length [ft/ln]	27.08	30.64	517.93	292.68	311.29	311.18	4.29	413.14	411.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.90	44.90	44.90	25.73	0.00	73.05	52.19	19.03	19.03	76.01	36.37	36.39
Movement LOS	D	D	D	C		F	D	B	B	E	D	D
d_A, Approach Delay [s/veh]	44.90			69.03			25.88			36.45		
Approach LOS	D			E			C			D		
d_I, Intersection Delay [s/veh]	37.04											
Intersection LOS	D											
Intersection V/C	0.710											

Emissions

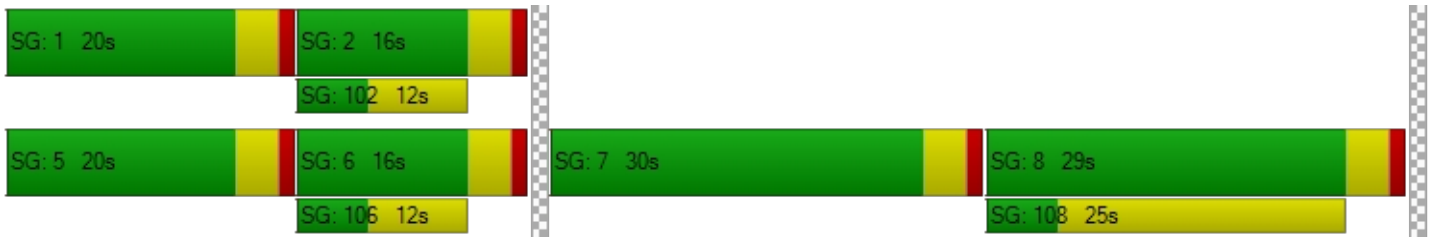
Vehicle Miles Traveled [mph]	8.33	12.12	130.75	164.65	316.14	315.97	2.00	488.43	485.25
Stops [stops/h]	22.81	25.80	539.13	275.94	297.67	297.54	3.61	419.46	417.08
Fuel consumption [US gal/h]	0.70	0.96	17.92	12.79	17.28	17.27	0.13	26.04	25.87
CO [g/h]	48.75	66.84	1252.48	893.82	1208.03	1207.45	9.31	1820.01	1808.66
NOx [g/h]	9.48	13.00	243.69	173.90	235.04	234.93	1.81	354.11	351.90
VOC [g/h]	11.30	15.49	290.27	207.15	279.97	279.84	2.16	421.80	419.17

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	38.93	38.93	0.00	38.93
l_p,int, Pedestrian LOS Score for Intersectio	1.737	2.654	0.000	2.726
Crosswalk LOS	A	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	526	547	253	253
d_b, Bicycle Delay [s]	25.79	25.06	36.26	36.26
l_b,int, Bicycle LOS Score for Intersection	1.604	1.560	2.702	2.369
Bicycle LOS	A	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 4: Warren Rd/SR-74

Control Type:	Signalized	Delay (sec / veh):	31.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.552

Intersection Setup

Name	Warren Rd				Southbound		SR-74			SR-74		
Approach	Northbound						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	1	1	0	2	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd						SR-74			SR-74		
Base Volume Input [veh/h]	168	217	149	15	226	124	163	687	200	174	471	10
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
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	7	0	0	0	49	0	0	14	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	38	0	0	32	0	0	51	0	0	3
Total Hourly Volume [veh/h]	171	221	114	22	231	94	166	750	153	177	494	7
Peak Hour Factor	0.8840	0.8840	0.8840	0.8580	0.8580	0.8580	0.9370	0.9370	0.9370	0.8880	0.8880	0.8880
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]	48	63	32	6	67	27	44	200	41	50	139	2
Total Analysis Volume [veh/h]	193	250	129	26	269	110	177	800	163	199	556	8
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 m	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]	95
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	27	25	0	27	25	0	20	32	0	20	32	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	27	0	0	27	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	15	35	0	9	29	0	15	36	0	15	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
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]	11	19	19	2	10	10	11	47	47	11	47	47
g / C, Green / Cycle	0.12	0.20	0.20	0.03	0.11	0.11	0.12	0.49	0.49	0.12	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.11	0.07	0.08	0.01	0.07	0.07	0.10	0.26	0.26	0.11	0.15	0.15
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1790	1810	1900	1891
c, Capacity [veh/h]	210	709	316	48	385	172	210	938	883	210	938	933
d1, Uniform Delay [s]	41.57	32.99	33.37	45.69	40.97	40.69	41.16	16.48	16.49	41.73	14.32	14.32
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
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
d2, Incremental Delay [s]	15.18	0.30	0.84	9.37	2.30	3.92	8.95	2.13	2.27	19.05	0.83	0.83
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	0.92	0.35	0.41	0.55	0.70	0.64	0.84	0.53	0.53	0.95	0.30	0.30
d, Delay for Lane Group [s/veh]	56.75	33.29	34.22	55.06	43.27	44.61	50.12	18.61	18.76	60.77	15.14	15.15
Lane Group LOS	E	C	C	E	D	D	D	B	B	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.06	2.34	2.49	0.73	3.13	2.63	4.35	6.96	6.60	5.48	3.39	3.37
50th-Percentile Queue Length [ft/ln]	126.40	58.51	62.18	18.14	78.31	65.80	108.87	174.00	165.11	136.94	84.72	84.35
95th-Percentile Queue Length [veh/ln]	8.74	4.21	4.48	1.31	5.64	4.74	7.78	11.29	10.82	9.32	6.10	6.07
95th-Percentile Queue Length [ft/ln]	218.59	105.32	111.92	32.66	140.95	118.43	194.43	282.16	270.47	232.90	152.50	151.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.75	33.29	34.22	55.06	43.27	44.61	50.12	18.67	18.76	60.77	15.14	15.15
Movement LOS	E	C	C	E	D	D	D	B	B	E	B	B
d_A, Approach Delay [s/veh]	41.42			44.39			23.57			27.04		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	30.96											
Intersection LOS	C											
Intersection V/C	0.552											

Emissions

Vehicle Miles Traveled [mph]	40.45	52.39	27.03	14.25	147.42	60.28	176.94	495.29	467.39	98.96	140.56	139.89
Stops [stops/h]	191.60	177.38	94.25	27.50	237.39	99.73	165.02	263.74	250.27	207.57	128.42	127.85
Fuel consumption [US gal/h]	7.14	6.74	3.55	1.03	9.75	4.03	10.26	22.51	21.28	8.96	7.55	7.51
CO [g/h]	499.13	471.18	248.36	71.98	681.42	281.78	717.43	1573.57	1487.38	626.38	527.71	525.26
NOx [g/h]	97.11	91.67	48.32	14.01	132.58	54.82	139.59	306.16	289.39	121.87	102.67	102.20
VOC [g/h]	115.68	109.20	57.56	16.68	157.92	65.31	166.27	364.69	344.71	145.17	122.30	121.74

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	38.93	38.93	38.93	38.93
l_p,int, Pedestrian LOS Score for Intersectio	2.982	2.645	3.053	2.880
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]	653	526	674	674
d_b, Bicycle Delay [s]	21.56	25.79	20.89	20.89
l_b,int, Bicycle LOS Score for Intersection	2.063	1.920	2.542	2.192
Bicycle LOS	B	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 5: Acacia Ave/SR-74

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Acacia Ave		SR-74		SR-74	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	100.00
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]	40.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Acacia Ave		SR-74		SR-74	
Base Volume Input [veh/h]	0	0	686	220	0	717
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	2.00	0.00
Growth Factor	1.0400	1.0200	1.0200	1.0200	1.0400	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	56	0	14
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	4	700	280	0	745
Peak Hour Factor	1.0000	0.2500	0.9490	0.9490	1.0000	0.8790
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	184	74	0	212
Total Analysis Volume [veh/h]	0	16	738	295	0	848
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.83	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.94	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.83		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Project Dwy 1/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Project Dwy1		Acacia Ave		Acacia Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy1		Acacia Ave		Acacia Ave	
Base Volume Input [veh/h]	0	0	220	0	0	3
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	47	9	47	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]	0	16	271	9	47	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	71	2	12	2
Total Analysis Volume [veh/h]	0	17	285	9	49	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	11.17	9.85	0.00	0.00	7.90	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	1.72	1.72	0.00	0.00	2.61	2.61
d_A, Approach Delay [s/veh]	9.85		0.00		6.91	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.51					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Cawston Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	21.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.416

Intersection Setup

Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
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	0	1	0	1	1	0	0
Entry Pocket Length [ft]	65.00	100.00	100.00	120.00	100.00	100.00	440.00	100.00	340.00	435.00	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			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
Base Volume Input [veh/h]	138	56	11	54	85	143	114	559	15	9	446	41
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	1	0	0	0	0	4	0	19	11	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	3	0	0	37	0	0	4	0	0	11
Total Hourly Volume [veh/h]	144	57	9	55	87	109	116	574	11	28	466	31
Peak Hour Factor	0.8230	0.8230	0.8230	0.7470	0.7470	0.7470	0.8430	0.8430	0.8430	0.8660	0.8660	0.8660
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]	44	17	3	18	29	36	34	170	3	8	135	9
Total Analysis Volume [veh/h]	175	69	11	74	116	146	138	681	13	32	538	36
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 m	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]	65
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	13	25	0	5	17	0	7	14	0	5	12	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	7	0	0	7	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	17	29	0	9	21	0	11	18	0	9	16	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

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	R	L	C	C
C, Calculated Cycle Length [s]	65	65	65	65	65	65	65	65	65	65	65	65
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]	8	14	14	4	10	10	6	29	29	2	25	25
g / C, Green / Cycle	0.12	0.22	0.22	0.06	0.15	0.15	0.10	0.45	0.45	0.03	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.10	0.02	0.02	0.04	0.06	0.09	0.08	0.19	0.01	0.02	0.15	0.15
s, saturation flow rate [veh/h]	1810	1900	1811	1810	1900	1615	1810	3618	1615	1810	1900	1858
c, Capacity [veh/h]	221	415	396	103	291	248	175	1607	718	62	725	709
d1, Uniform Delay [s]	27.73	20.28	20.29	30.14	24.81	25.61	28.71	12.36	10.12	30.87	14.66	14.67
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.15	0.50	0.50	0.11	0.50	0.50
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
d2, Incremental Delay [s]	6.29	0.10	0.11	9.04	0.88	2.23	10.23	0.82	0.05	6.59	1.64	1.69
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	0.79	0.10	0.10	0.72	0.40	0.59	0.79	0.42	0.02	0.52	0.40	0.40
d, Delay for Lane Group [s/veh]	34.02	20.38	20.40	39.18	25.69	27.84	38.93	13.18	10.16	37.46	16.30	16.35
Lane Group LOS	C	C	C	D	C	C	D	B	B	D	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.90	0.48	0.47	1.35	1.60	2.15	2.37	2.79	0.09	0.56	2.85	2.80
50th-Percentile Queue Length [ft/ln]	72.47	11.90	11.66	33.74	40.11	53.63	59.18	69.87	2.27	13.94	71.17	70.06
95th-Percentile Queue Length [veh/ln]	5.22	0.86	0.84	2.43	2.89	3.86	4.26	5.03	0.16	1.00	5.12	5.04
95th-Percentile Queue Length [ft/ln]	130.44	21.41	20.98	60.74	72.20	96.54	106.53	125.77	4.09	25.09	128.10	126.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.02	20.39	20.40	39.18	25.69	27.84	38.93	13.18	10.16	37.46	16.33	16.35
Movement LOS	C	C	C	D	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	29.74			29.60			17.41			17.44		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	20.99											
Intersection LOS	C											
Intersection V/C	0.416											

Emissions

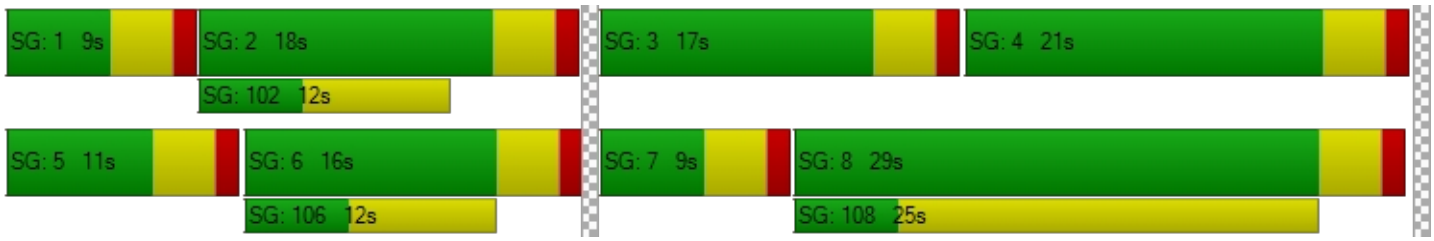
Vehicle Miles Traveled [mph]	16.48	3.81	3.73	6.91	10.83	13.63	23.24	114.68	2.19	4.22	38.23	37.52
Stops [stops/h]	160.55	26.36	25.83	74.75	88.86	118.82	131.11	309.59	5.03	30.88	157.66	155.21
Fuel consumption [US gal/h]	2.78	0.47	0.46	1.29	1.54	2.04	3.88	10.42	0.18	0.86	4.66	4.59
CO [g/h]	194.11	32.86	32.17	89.99	107.87	142.93	271.51	728.34	12.40	60.08	325.86	320.49
NOx [g/h]	37.77	6.39	6.26	17.51	20.99	27.81	52.83	141.71	2.41	11.69	63.40	62.36
VOC [g/h]	44.99	7.62	7.46	20.86	25.00	33.13	62.92	168.80	2.87	13.92	75.52	74.28

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	24.12	24.12	0.00	24.12
l_p,int, Pedestrian LOS Score for Intersectio	2.223	2.460	0.000	2.751
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	769	523	431	369
d_b, Bicycle Delay [s]	12.31	17.72	20.01	21.61
l_b,int, Bicycle LOS Score for Intersection	1.772	2.175	2.249	2.069
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 8: Cawston Ave/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.186

Intersection Setup

Name	Cawston Ave		Acacia Ave		W Acacia Ave	
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	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	150.00
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		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave		Acacia Ave		W Acacia Ave	
Base Volume Input [veh/h]	107	0	2	185	3	220
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	4	32	65	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]	109	19	6	221	68	224
Peak Hour Factor	0.7990	0.7990	0.7640	0.7640	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	6	2	72	19	62
Total Analysis Volume [veh/h]	136	24	8	289	75	247
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.03	8.57	7.89	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.68	0.07	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.95	1.78	0.33	0.17	0.00	0.00
d_A, Approach Delay [s/veh]	10.66		0.21		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.27					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 9: Cawston Ave (To Be Constructed)/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Acacia Ave		Acacia Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	50.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Acacia Ave		Acacia Ave	
Base Volume Input [veh/h]	0	0	220	0	0	3
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	20	16	47	37	47
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	20	240	47	37	50
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	5	63	12	10	13
Total Analysis Volume [veh/h]	4	21	253	49	39	53
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	11.35	9.26	0.00	0.00	7.88	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.07	0.03
95th-Percentile Queue Length [ft/ln]	2.39	2.39	0.00	0.00	1.66	0.83
d_A, Approach Delay [s/veh]	9.59		0.00		3.34	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.31					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Cawston Ave (To Be Constructed)/Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	22	58	26	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	22	58	26	2	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	15	7	1	0
Total Analysis Volume [veh/h]	0	23	61	27	2	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.37	0.00	0.00	0.00	8.98	8.64
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.17	0.17
d_A, Approach Delay [s/veh]	0.00		0.00		8.98	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 11: Cawston Ave (To Be Constructed)/Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	9	49	19	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	3	9	49	19	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	2	13	5	0
Total Analysis Volume [veh/h]	0	3	9	52	20	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	7.31	0.00	0.00	0.00	8.75	8.53
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.56	1.56
d_A, Approach Delay [s/veh]	0.00		0.00		8.75	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.08					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Cawston Ave (To Be Constructed)/Project Dwy 4

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	9	3	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	9	3	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	1	0
Total Analysis Volume [veh/h]	0	0	0	9	3	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	0.00	8.53	8.33
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.22	0.22
d_A, Approach Delay [s/veh]	3.61		0.00		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Sanderson Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	34.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			SR-74			SR-74		
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	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	230.00	100.00	110.00	175.00	100.00	200.00	420.00	100.00	615.00	420.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			SR-74			SR-74		
Base Volume Input [veh/h]	119	658	128	137	663	77	122	397	40	132	303	62
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	5	0	0	9	0	0	5	0	0	19	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	33	0	0	20	0	0	10	0	0	16
Total Hourly Volume [veh/h]	132	676	98	140	685	59	124	410	31	135	328	47
Peak Hour Factor	0.9420	0.9420	0.9420	0.9380	0.9380	0.9380	0.8870	0.8870	0.8870	0.8740	0.8740	0.8740
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]	35	179	26	37	183	16	35	116	9	39	94	13
Total Analysis Volume [veh/h]	140	718	104	149	730	63	140	462	35	154	375	54
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 m	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]	85
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	11	25	0	10	24	0	14	28	0	11	25	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	23	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	12	29	0	12	29	0	13	32	0	12	31	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	85	85	85	85	85	85	85	85	85	85	85	85
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]	8	21	21	8	21	21	8	32	32	8	32	32
g / C, Green / Cycle	0.09	0.24	0.24	0.09	0.24	0.24	0.10	0.38	0.38	0.09	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.08	0.20	0.06	0.08	0.21	0.21	0.08	0.13	0.02	0.09	0.11	0.12
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1847	1810	3618	1615	1810	1900	1818
c, Capacity [veh/h]	170	876	391	170	460	447	174	1380	616	170	720	689
d1, Uniform Delay [s]	37.80	30.45	26.09	38.01	30.96	30.96	37.62	18.65	16.63	38.12	18.51	18.53
k, delay calibration	0.11	0.11	0.11	0.17	0.24	0.24	0.11	0.50	0.50	0.15	0.50	0.50
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
d2, Incremental Delay [s]	9.80	1.97	0.36	19.12	10.84	11.11	8.32	0.66	0.18	20.57	1.08	1.14
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	0.82	0.82	0.27	0.87	0.87	0.87	0.80	0.33	0.06	0.90	0.30	0.31
d, Delay for Lane Group [s/veh]	47.60	32.42	26.45	57.13	41.80	42.07	45.94	19.30	16.80	58.70	19.59	19.67
Lane Group LOS	D	C	C	E	D	D	D	B	B	E	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.27	6.97	1.71	3.91	9.05	8.83	3.17	3.17	0.44	4.05	3.06	2.96
50th-Percentile Queue Length [ft/ln]	81.79	174.24	42.73	97.73	226.20	220.78	79.24	79.14	11.02	101.25	76.56	74.08
95th-Percentile Queue Length [veh/ln]	5.89	11.30	3.08	7.04	13.98	13.71	5.71	5.70	0.79	7.29	5.51	5.33
95th-Percentile Queue Length [ft/ln]	147.22	282.47	76.92	175.91	349.53	342.63	142.63	142.45	19.84	182.25	137.82	133.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.60	32.42	26.45	57.13	41.92	42.07	45.94	19.30	16.80	58.70	19.63	19.67
Movement LOS	D	C	C	E	D	D	D	B	B	E	B	B
d_A, Approach Delay [s/veh]	33.98			44.34			25.02			29.95		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	34.52											
Intersection LOS	C											
Intersection V/C	0.502											

Emissions

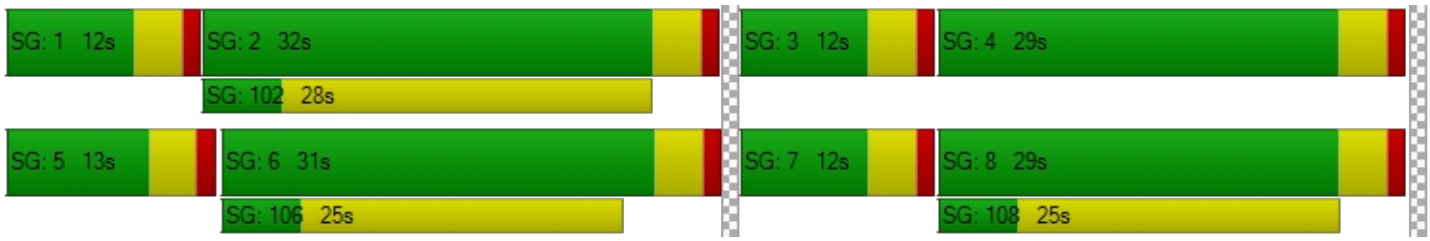
Vehicle Miles Traveled [mph]	22.59	115.87	16.78	36.40	98.21	95.50	54.68	180.43	13.67	43.12	61.17	58.93
Stops [stops/h]	138.56	590.35	72.39	165.57	383.21	374.03	134.24	268.14	18.67	171.53	129.71	125.49
Fuel consumption [US gal/h]	3.05	12.77	1.65	4.15	9.58	9.34	4.40	10.71	0.78	4.77	4.18	4.03
CO [g/h]	213.31	892.52	115.38	289.74	669.65	653.18	307.73	748.54	54.60	333.62	292.08	281.90
NOx [g/h]	41.50	173.65	22.45	56.37	130.29	127.09	59.87	145.64	10.62	64.91	56.83	54.85
VOC [g/h]	49.44	206.85	26.74	67.15	155.20	151.38	71.32	173.48	12.65	77.32	67.69	65.33

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	33.98	33.98	0.00	33.98
l_p,int, Pedestrian LOS Score for Intersectio	2.908	2.696	0.000	2.628
Crosswalk LOS	C	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	588	588	659	635
d_b, Bicycle Delay [s]	21.18	21.18	19.11	19.79
l_b,int, Bicycle LOS Score for Intersection	2.380	2.353	2.093	2.054
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 14: Sanderson Ave/Acacia Ave

Control Type:	Signalized	Delay (sec / veh):	24.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			W Acacia Ave			W Acacia Ave		
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	0	1	0	0	1	0	0
Entry Pocket Length [ft]	135.00	100.00	100.00	195.00	100.00	100.00	66.00	100.00	100.00	100.00	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			40.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			W Acacia Ave			W Acacia Ave		
Base Volume Input [veh/h]	73	880	93	82	706	1	10	176	117	163	137	110
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	37	0	0	0	0	9	16	5	11	0	19	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	24	0	0	3	0	0	33	0	0	28
Total Hourly Volume [veh/h]	111	898	71	84	720	7	26	185	97	166	159	84
Peak Hour Factor	0.9690	0.9690	0.9690	0.9050	0.9050	0.9050	0.9240	0.9240	0.9240	0.8720	0.8720	0.8720
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]	29	232	18	23	199	2	7	50	26	48	46	24
Total Analysis Volume [veh/h]	115	927	73	93	796	8	28	200	105	190	182	96
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 m	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]	75
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	18	0	8	19	0	5	22	0	11	28	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	14	0	0	17	0	0	23	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	11	22	0	12	23	0	9	26	0	15	32	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

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	R	L	C
C, Calculated Cycle Length [s]	75	75	75	75	75	75	75	75	75	75	75
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
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
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
g_i, Effective Green Time [s]	6	34	34	5	33	33	2	10	10	10	18
g / C, Green / Cycle	0.08	0.46	0.46	0.07	0.44	0.44	0.03	0.14	0.14	0.13	0.23
(v / s)_i Volume / Saturation Flow Rate	0.06	0.27	0.27	0.05	0.22	0.00	0.02	0.11	0.07	0.11	0.16
s, saturation flow rate [veh/h]	1810	1900	1852	1810	3618	1615	1810	1900	1615	1810	1791
c, Capacity [veh/h]	147	864	842	121	1594	712	54	261	222	231	420
d1, Uniform Delay [s]	33.81	15.19	15.19	34.42	15.04	11.79	35.83	31.19	29.85	31.90	25.99
k, delay calibration	0.13	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.19	0.11
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
d2, Incremental Delay [s]	10.50	2.90	2.98	9.72	1.12	0.03	7.35	4.68	1.57	12.09	1.78
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
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
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

Lane Group Results

X, volume / capacity	0.78	0.59	0.59	0.77	0.50	0.01	0.52	0.77	0.47	0.82	0.66
d, Delay for Lane Group [s/veh]	44.31	18.09	18.17	44.14	16.16	11.82	43.18	35.87	31.41	43.99	27.78
Lane Group LOS	D	B	B	D	B	B	D	D	C	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.43	6.53	6.38	1.95	4.71	0.08	0.59	3.61	1.74	3.97	4.44
50th-Percentile Queue Length [ft/ln]	60.63	163.17	159.58	48.76	117.79	1.90	14.77	90.36	43.55	99.34	110.88
95th-Percentile Queue Length [veh/ln]	4.37	10.72	10.53	3.51	8.27	0.14	1.06	6.51	3.14	7.15	7.89
95th-Percentile Queue Length [ft/ln]	109.13	267.92	263.17	87.77	206.78	3.42	26.59	162.64	78.38	178.81	197.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.31	18.13	18.17	44.14	16.16	11.82	43.18	35.87	31.41	43.99	27.78	27.78
Movement LOS	D	B	B	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	20.83			19.02			35.08			34.36		
Approach LOS	C			B			D			C		
d_I, Intersection Delay [s/veh]	24.19											
Intersection LOS	C											
Intersection V/C	0.528											

Emissions

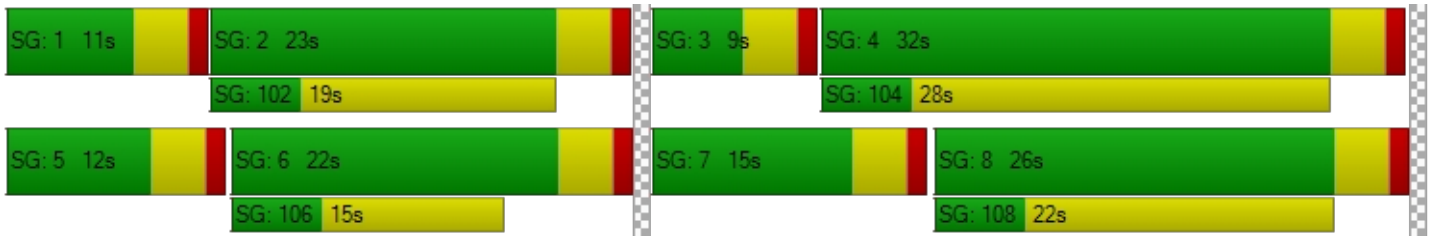
Vehicle Miles Traveled [mph]	64.65	284.64	277.55	7.62	65.19	0.66	13.31	95.09	49.92	97.55	142.72
Stops [stops/h]	116.40	313.29	306.40	93.63	452.30	3.65	28.36	173.49	83.61	190.73	212.90
Fuel consumption [US gal/h]	4.34	15.31	14.94	1.67	7.80	0.07	1.00	6.57	3.28	6.85	8.61
CO [g/h]	303.47	1070.33	1044.60	116.46	545.25	4.64	70.01	459.27	229.33	479.04	602.04
NOx [g/h]	59.05	208.25	203.24	22.66	106.09	0.90	13.62	89.36	44.62	93.20	117.13
VOC [g/h]	70.33	248.06	242.10	26.99	126.37	1.08	16.23	106.44	53.15	111.02	139.53

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	29.04	29.04	29.04
l_p,int, Pedestrian LOS Score for Intersectio	2.768	2.771	2.389	2.308
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	480	507	587	747
d_b, Bicycle Delay [s]	21.66	20.91	18.73	14.73
l_b,int, Bicycle LOS Score for Intersection	2.499	2.302	2.164	2.378
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 15: Sanderson Ave/Stetson Ave

Control Type:	Signalized	Delay (sec / veh):	46.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			Stetson Ave			Stetson Ave		
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	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	180.00	210.00	100.00	100.00	205.00	100.00	100.00	100.00	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]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	39	661	642	85	702	105	90	418	15	444	681	125
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	0	3	8	0	0	0	0	0	0	9
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	164	0	0	27	0	0	4	0	0	34
Total Hourly Volume [veh/h]	40	702	491	90	724	80	92	426	11	453	695	103
Peak Hour Factor	0.8840	0.8840	0.8840	0.9270	0.9270	0.9270	0.7850	0.7850	0.7850	0.8790	0.8790	0.8790
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]	11	199	139	24	195	22	29	136	4	129	198	29
Total Analysis Volume [veh/h]	45	794	555	97	781	86	117	543	14	515	791	117
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 m	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]	85
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	33	0	6	34	0	17	17	0	28	28	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	10	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	14	32	0	9	27	0	11	17	0	27	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	85	85	85	85	85	85	85	85	85	85	85	85
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]	3	28	28	5	30	30	7	13	13	23	29	29
g / C, Green / Cycle	0.04	0.33	0.33	0.06	0.35	0.35	0.08	0.15	0.15	0.27	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.02	0.22	0.34	0.05	0.23	0.23	0.06	0.15	0.15	0.28	0.24	0.25
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1835	1810	1900	1883	1810	1900	1816
c, Capacity [veh/h]	72	1192	532	106	662	639	148	291	288	490	650	621
d1, Uniform Delay [s]	40.19	24.49	28.50	39.78	23.49	23.49	38.33	35.76	35.76	31.00	24.32	24.39
k, delay calibration	0.11	0.50	0.50	0.16	0.50	0.50	0.11	0.23	0.23	0.35	0.24	0.24
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
d2, Incremental Delay [s]	8.61	2.96	50.75	31.55	5.24	5.42	9.19	27.81	28.14	48.37	3.17	3.49
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	0.63	0.67	1.04	0.91	0.67	0.67	0.79	0.96	0.96	1.05	0.71	0.72
d, Delay for Lane Group [s/veh]	48.80	27.44	79.25	71.33	28.73	28.91	47.52	63.56	63.91	79.37	27.48	27.88
Lane Group LOS	D	C	F	E	C	C	D	E	E	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.05	6.73	17.23	2.85	7.74	7.51	2.64	7.63	7.60	16.20	8.30	8.08
50th-Percentile Queue Length [ft/ln]	26.36	168.24	430.82	71.13	193.60	187.74	66.09	190.83	189.95	405.07	207.43	201.97
95th-Percentile Queue Length [veh/ln]	1.90	10.98	24.71	5.12	12.31	12.00	4.76	12.16	12.12	23.50	13.02	12.74
95th-Percentile Queue Length [ft/ln]	47.45	274.60	617.73	128.03	307.70	300.10	118.95	304.10	302.96	587.61	325.53	318.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.80	27.44	79.25	71.33	28.81	28.91	47.52	63.73	63.91	79.37	27.65	27.88
Movement LOS	D	C	F	E	C	C	D	E	E	F	C	C
d_A, Approach Delay [s/veh]	48.76			33.10			60.92			46.38		
Approach LOS	D			C			E			D		
d_I, Intersection Delay [s/veh]	46.45											
Intersection LOS	D											
Intersection V/C	0.829											

Emissions

Vehicle Miles Traveled [mph]	12.48	220.21	153.92	42.86	194.91	188.21	12.44	29.73	29.50	781.19	700.97	676.35
Stops [stops/h]	44.66	570.04	729.86	120.49	327.99	318.06	111.96	323.28	321.79	686.24	351.41	342.15
Fuel consumption [US gal/h]	1.43	19.07	23.30	4.38	13.34	12.91	2.95	8.66	8.62	44.27	33.38	32.26
CO [g/h]	99.95	1332.99	1628.72	305.83	932.36	902.55	206.20	605.01	602.48	3094.25	2333.41	2255.15
NOx [g/h]	19.45	259.35	316.89	59.50	181.40	175.60	40.12	117.71	117.22	602.03	454.00	438.77
VOC [g/h]	23.16	308.93	377.47	70.88	216.08	209.18	47.79	140.22	139.63	717.12	540.79	522.65

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	33.98	0.00	33.98	33.98
l_p,int, Pedestrian LOS Score for Intersectio	3.385	0.000	2.780	2.896
Crosswalk LOS	C	F	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	659	541	306	682
d_b, Bicycle Delay [s]	19.11	22.61	30.49	18.45
l_b,int, Bicycle LOS Score for Intersection	2.845	2.377	2.119	2.762
Bicycle LOS	C	B	B	C

Sequence

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

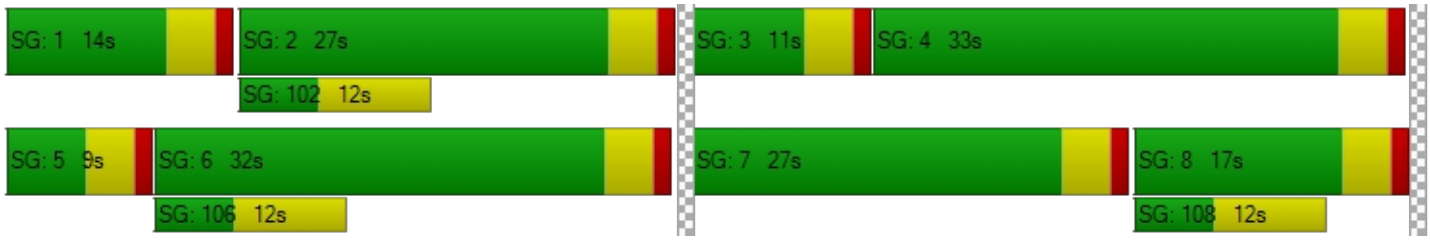


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Hemet Industrial

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Scenario 4 Project Completion PM

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	NB Left	0.904	73.2	E
2	Four Seasons Blvd/SR-74	Signalized	HCM 7th Edition	EB Left	0.477	4.8	A
3	California Ave/SR-74	Signalized	HCM 7th Edition	EB Left	0.785	41.5	D
4	Warren Rd/SR-74	Signalized	HCM 7th Edition	NB Left	0.577	34.2	C
5	Acacia Ave/SR-74	Two-way stop	HCM 7th Edition	NB Right	0.060	12.2	B
6	Project Dwy 1/Acacia Ave	Two-way stop	HCM 7th Edition	NB Right	0.100	10.4	B
7	Cawston Ave/SR-74	Signalized	HCM 7th Edition	SB Left	0.547	25.7	C
8	Cawston Ave/Acacia Ave	Two-way stop	HCM 7th Edition	SB Left	0.304	13.4	B
9	Cawston Ave (To Be Constructed)/Acacia Ave	Two-way stop	HCM 7th Edition	NB Left	0.035	12.3	B
10	Cawston Ave (To Be Constructed)/Project Dwy 2	Two-way stop	HCM 7th Edition	EB Left	0.015	9.1	A
11	Cawston Ave (To Be Constructed)/Project Dwy 3	Two-way stop	HCM 7th Edition	EB Left	0.075	8.9	A
12	Cawston Ave (To Be Constructed)/Project Dwy 4	Two-way stop	HCM 7th Edition	EB Left	0.013	8.6	A
13	Sanderson Ave/SR-74	Signalized	HCM 7th Edition	SB Left	0.612	39.4	D
14	Sanderson Ave/Acacia Ave	Signalized	HCM 7th Edition	EB Left	0.579	27.0	C
15	Sanderson Ave/Stetson Ave	Signalized	HCM 7th Edition	EB Right	0.791	42.1	D

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: SR-79/SR-74

Control Type:	Signalized	Delay (sec / veh):	73.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.904

Intersection Setup

Name	SR-79			SR-79			SR-74			SR-74		
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	0	1	0	1	1	0	0
Entry Pocket Length [ft]	295.00	100.00	100.00	60.00	100.00	100.00	360.00	100.00	315.00	475.00	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]	45.00			45.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	SR-79			SR-79			SR-74			SR-74		
Base Volume Input [veh/h]	152	15	540	17	13	7	16	992	110	467	903	32
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	9	0	0	0	5	0	16	35	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	139	0	0	2	0	0	28	0	0	8
Total Hourly Volume [veh/h]	155	15	418	26	13	5	16	1017	84	492	956	25
Peak Hour Factor	0.8710	0.8710	0.8710	0.6170	0.6170	0.6170	0.9840	0.9840	0.9840	0.9420	0.9420	0.9420
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]	44	4	120	11	5	2	4	258	21	131	254	7
Total Analysis Volume [veh/h]	178	17	480	42	21	8	16	1034	85	522	1015	27
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 m	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]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	12	35	0	5	28	0	5	31	0	33	59	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	14	0	0	10	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	16	39	0	9	32	0	9	35	0	37	63	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
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
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
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
g_i, Effective Green Time [s]	12	36	4	28	2	31	31	33	62	62
g / C, Green / Cycle	0.10	0.30	0.03	0.23	0.02	0.26	0.26	0.28	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.10	0.31	0.02	0.02	0.01	0.29	0.05	0.29	0.28	0.28
s, saturation flow rate [veh/h]	1810	1623	1810	1812	1810	3618	1615	1810	1900	1883
c, Capacity [veh/h]	181	487	57	420	33	940	420	498	982	973
d1, Uniform Delay [s]	53.90	42.00	57.59	35.99	58.38	44.40	34.69	43.50	19.31	19.34
k, delay calibration	0.38	0.47	0.11	0.11	0.11	0.50	0.50	0.49	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	54.07	44.85	16.30	0.07	11.02	60.48	1.09	53.45	2.06	2.10
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.98	1.02	0.73	0.07	0.49	1.10	0.20	1.05	0.53	0.53
d, Delay for Lane Group [s/veh]	107.97	86.85	73.89	36.06	69.40	104.88	35.77	96.95	21.37	21.43
Lane Group LOS	F	F	E	D	E	F	D	F	C	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.94	19.80	1.49	0.66	0.57	21.17	2.00	21.37	9.44	9.40
50th-Percentile Queue Length [ft/ln]	198.41	495.08	37.36	16.43	14.18	529.37	50.04	534.30	236.00	235.10
95th-Percentile Queue Length [veh/ln]	12.56	27.46	2.69	1.18	1.02	30.38	3.60	29.83	14.48	14.43
95th-Percentile Queue Length [ft/ln]	313.92	686.56	67.26	29.57	25.52	759.41	90.07	745.85	361.97	360.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	107.97	86.85	86.85	73.89	36.06	36.06	69.40	104.88	35.77	96.95	21.40	21.43
Movement LOS	F	F	F	E	D	D	E	F	D	F	C	C
d_A, Approach Delay [s/veh]	92.42			58.44			99.20			46.62		
Approach LOS	F			E			F			D		
d_I, Intersection Delay [s/veh]	73.16											
Intersection LOS	E											
Intersection V/C	0.904											

Emissions

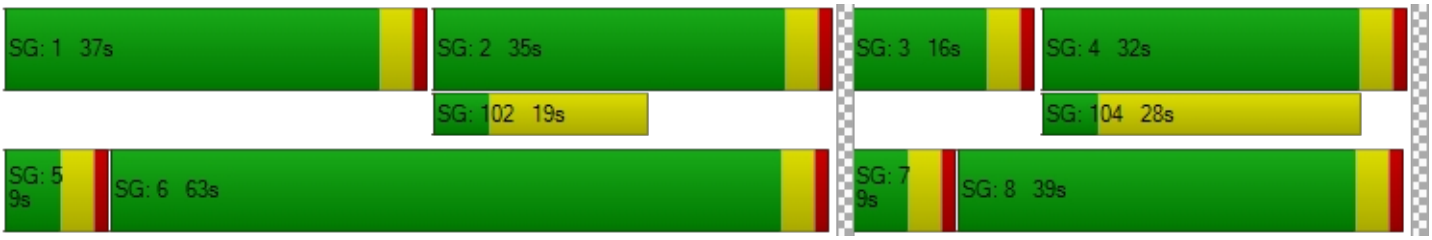
Vehicle Miles Traveled [mph]	19.69	54.97	1.84	1.27	1.65	106.38	8.75	532.90	533.41	530.34
Stops [stops/h]	238.10	594.09	44.84	19.71	17.01	1270.49	60.05	641.16	283.20	282.12
Fuel consumption [US gal/h]	7.55	18.05	1.25	0.50	0.54	45.13	1.83	37.98	24.48	24.36
CO [g/h]	527.44	1261.98	87.51	35.05	37.90	3154.61	128.15	2655.13	1711.35	1702.53
NOx [g/h]	102.62	245.54	17.03	6.82	7.37	613.77	24.93	516.59	332.97	331.25
VOC [g/h]	122.24	292.48	20.28	8.12	8.78	731.11	29.70	615.35	396.62	394.58

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	0.00	51.34	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.882	0.000	3.149	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	467	517	983
d_b, Bicycle Delay [s]	30.10	35.27	33.00	15.50
l_b,int, Bicycle LOS Score for Intersection	2.903	1.680	2.519	2.857
Bicycle LOS	C	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: Four Seasons Blvd/SR-74

Control Type:	Signalized	Delay (sec / veh):	4.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

Intersection Setup

Name	Four Seasons Blvd		SR-74		SR-74	
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	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	370.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	300.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Four Seasons Blvd		SR-74		SR-74	
Base Volume Input [veh/h]	16	48	60	1474	1342	36
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
Proportion of CAVs [%]	0.00					
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	20	51	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
Right Turn on Red Volume [veh/h]	0	12	0	0	0	9
Total Hourly Volume [veh/h]	16	37	61	1523	1420	28
Peak Hour Factor	0.7160	0.7160	0.9470	0.9470	0.9050	0.9050
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	13	16	402	392	8
Total Analysis Volume [veh/h]	22	52	64	1608	1569	31
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	75
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	5	0	28	62	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	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
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	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

Phasing & Timing: Pattern 1

Split [s]	9	0	32	66	34	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	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
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	4	63	55	55
g / C, Green / Cycle	0.05	0.05	0.05	0.84	0.74	0.74
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.04	0.44	0.30	0.02
s, saturation flow rate [veh/h]	1810	1615	1810	3618	5176	1615
c, Capacity [veh/h]	95	85	93	3042	3809	1188
d1, Uniform Delay [s]	34.08	34.79	34.96	1.71	3.75	2.67
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.23	6.99	8.54	0.66	0.33	0.04
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.23	0.61	0.69	0.53	0.41	0.03
d, Delay for Lane Group [s/veh]	35.31	41.77	43.51	2.37	4.09	2.71
Lane Group LOS	D	D	D	A	A	A
Critical Lane Group	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.41	1.07	1.28	0.28	1.38	0.07
50th-Percentile Queue Length [ft/ln]	10.20	26.76	32.07	6.99	34.48	1.66
95th-Percentile Queue Length [veh/ln]	0.73	1.93	2.31	0.50	2.48	0.12
95th-Percentile Queue Length [ft/ln]	18.35	48.16	57.72	12.58	62.07	3.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.31	41.77	43.51	2.37	4.09	2.71
Movement LOS	D	D	D	A	A	A
d_A, Approach Delay [s/veh]	39.85		3.95		4.06	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	4.79					
Intersection LOS	A					
Intersection V/C	0.477					

Emissions

Vehicle Miles Traveled [mph]	1.74	4.11	65.34	1641.58	905.39	17.89
Stops [stops/h]	19.58	51.38	61.57	26.83	198.63	3.20
Fuel consumption [US gal/h]	0.34	0.90	3.70	56.16	34.67	0.67
CO [g/h]	23.62	62.58	258.61	3925.66	2423.67	46.50
NOx [g/h]	4.60	12.18	50.32	763.79	471.56	9.05
VOC [g/h]	5.47	14.50	59.93	909.81	561.71	10.78

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.187	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	133	1653	800
d_b, Bicycle Delay [s]	32.67	1.13	13.50
l_b,int, Bicycle LOS Score for Intersection	1.560	2.939	2.445
Bicycle LOS	A	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: California Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	41.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

Name	California Ave			California Ave			SR-74			SR-74		
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	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	510.00	100.00	100.00	510.00	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			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	California Ave			California Ave			SR-74			SR-74		
Base Volume Input [veh/h]	4	4	7	40	0	422	387	1096	4	9	957	42
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0400	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
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	20	0	0	51	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	2	0	0	108	0	0	1	0	0	11
Total Hourly Volume [veh/h]	4	4	5	41	0	322	395	1138	3	9	1027	32
Peak Hour Factor	0.9060	0.9060	0.9060	0.8990	1.0000	0.8990	0.9410	0.9410	0.9410	0.8680	0.8680	0.8680
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]	1	1	1	11	0	90	105	302	1	3	296	9
Total Analysis Volume [veh/h]	4	4	6	46	0	358	420	1209	3	10	1183	37
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 m	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]	95
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	31	0	0	36	29	0	19	12	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	5	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	10	0	0	0	7	0	0	7	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	2.0	0.0	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	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	0	29	0	25	0	0	25	32	0	9	16	0
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	5	0	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	95	95	95	95	95	95	95	95	95
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
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
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	21	21	21	54	54	1	34	34
g / C, Green / Cycle	0.03	0.22	0.22	0.22	0.57	0.57	0.01	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.22	0.23	0.32	0.32	0.01	0.32	0.32
s, saturation flow rate [veh/h]	1743	1810	1615	1810	1900	1898	1810	1900	1880
c, Capacity [veh/h]	58	400	357	400	1073	1072	22	677	669
d1, Uniform Delay [s]	44.74	29.57	37.00	37.00	13.21	13.22	46.59	29.08	29.09
k, delay calibration	0.11	0.11	0.22	0.17	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.10	0.13	32.01	40.47	2.15	2.16	13.33	18.01	18.24
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.12	1.00	1.05	0.56	0.57	0.45	0.91	0.91
d, Delay for Lane Group [s/veh]	46.84	29.70	69.01	77.47	15.37	15.37	59.92	47.09	47.33
Lane Group LOS	D	C	F	F	B	B	E	D	D
Critical Lane Group	Yes	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.35	0.82	10.96	13.10	7.48	7.48	0.32	16.14	16.03
50th-Percentile Queue Length [ft/ln]	8.84	20.40	274.04	327.60	186.93	186.90	7.90	403.58	400.70
95th-Percentile Queue Length [veh/ln]	0.64	1.47	16.42	19.55	11.96	11.96	0.57	22.73	22.59
95th-Percentile Queue Length [ft/ln]	15.90	36.72	410.41	488.82	299.05	299.00	14.22	568.31	564.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.84	46.84	46.84	29.70	0.00	69.01	77.47	15.37	15.37	59.92	47.21	47.33
Movement LOS	D	D	D	C		F	F	B	B	E	D	D
d_A, Approach Delay [s/veh]	46.84			64.54			31.35			47.31		
Approach LOS	D			E			C			D		
d_I, Intersection Delay [s/veh]	41.49											
Intersection LOS	D											
Intersection V/C	0.785											

Emissions

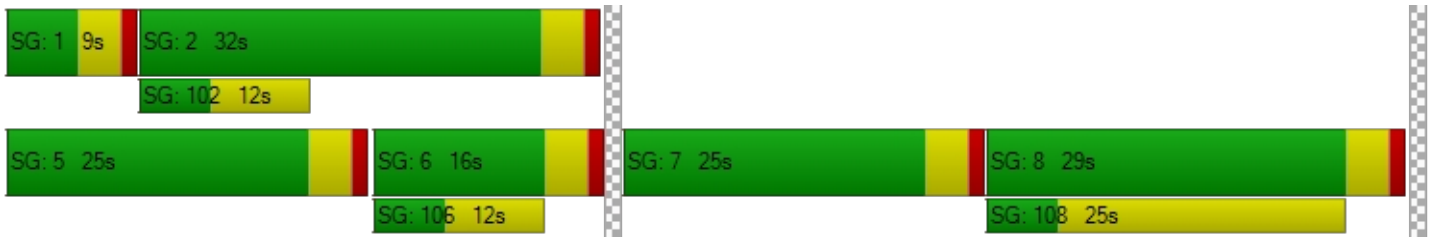
Vehicle Miles Traveled [mph]	4.67	13.28	103.33	242.36	349.78	349.61	9.98	612.00	605.94
Stops [stops/h]	13.39	30.92	415.38	496.57	283.35	283.30	11.97	611.75	607.38
Fuel consumption [US gal/h]	0.40	1.12	13.73	22.36	17.96	17.95	0.60	34.45	34.15
CO [g/h]	27.92	78.12	959.98	1562.90	1255.31	1254.86	41.87	2407.93	2386.79
NOx [g/h]	5.43	15.20	186.78	304.08	244.24	244.15	8.15	468.49	464.38
VOC [g/h]	6.47	18.10	222.49	362.22	290.93	290.83	9.70	558.06	553.16

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	38.93	38.93	0.00	38.93
l_p,int, Pedestrian LOS Score for Intersectio	1.736	2.649	0.000	2.808
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	526	442	589	253
d_b, Bicycle Delay [s]	25.79	28.82	23.63	36.26
l_b,int, Bicycle LOS Score for Intersection	1.586	1.560	2.907	2.583
Bicycle LOS	A	A	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 4: Warren Rd/SR-74

Control Type:	Signalized	Delay (sec / veh):	34.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

Intersection Setup

Name	Warren Rd				Southbound		SR-74			SR-74		
Approach	Northbound						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	1	1	0	2	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd						SR-74			SR-74		
Base Volume Input [veh/h]	230	266	300	26	199	114	170	806	155	172	697	13
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
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	3	0	0	0	20	0	0	51	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	77	0	0	29	0	0	40	0	0	3
Total Hourly Volume [veh/h]	235	271	229	30	203	87	173	842	118	175	762	10
Peak Hour Factor	0.9640	0.9640	0.9640	0.9620	0.9620	0.9620	0.9190	0.9190	0.9190	0.9480	0.9480	0.9480
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]	61	70	59	8	53	23	47	229	32	46	201	3
Total Analysis Volume [veh/h]	244	281	238	31	211	90	188	916	128	185	804	11
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 m	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]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	15	35	0	5	25	0	12	32	0	12	32	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	27	0	0	27	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	19	39	0	9	29	0	16	36	0	16	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
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]	15	22	22	3	10	10	12	47	47	12	47	47
g / C, Green / Cycle	0.15	0.22	0.22	0.03	0.10	0.10	0.12	0.47	0.47	0.12	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.13	0.08	0.15	0.02	0.06	0.06	0.10	0.28	0.28	0.10	0.21	0.21
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1820	1810	1900	1891
c, Capacity [veh/h]	271	804	359	53	366	163	217	892	854	216	891	887
d1, Uniform Delay [s]	41.76	32.80	35.48	47.96	42.90	42.78	43.21	19.57	19.59	43.17	17.97	17.97
k, delay calibration	0.34	0.11	0.11	0.11	0.11	0.11	0.30	0.50	0.50	0.29	0.50	0.50
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
d2, Incremental Delay [s]	25.53	0.26	2.11	10.11	1.44	2.88	23.05	2.95	3.10	21.35	1.70	1.71
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	0.90	0.35	0.66	0.59	0.58	0.55	0.87	0.60	0.60	0.86	0.46	0.46
d, Delay for Lane Group [s/veh]	67.29	33.06	37.59	58.07	44.34	45.66	66.26	22.51	22.68	64.52	19.67	19.68
Lane Group LOS	E	C	D	E	D	D	E	C	C	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.45	2.71	5.12	0.91	2.55	2.24	5.72	8.82	8.51	5.54	6.12	6.09
50th-Percentile Queue Length [ft/ln]	186.25	67.76	128.08	22.68	63.73	55.93	143.08	220.45	212.83	138.53	152.89	152.21
95th-Percentile Queue Length [veh/ln]	11.93	4.88	8.84	1.63	4.59	4.03	9.65	13.69	13.30	9.40	10.17	10.14
95th-Percentile Queue Length [ft/ln]	298.16	121.96	220.88	40.83	114.71	100.67	241.16	342.20	332.46	235.04	254.28	253.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.29	33.06	37.59	58.07	44.34	45.66	66.26	22.58	22.68	64.52	19.67	19.68
Movement LOS	E	C	D	E	D	D	E	C	C	E	B	B
d_A, Approach Delay [s/veh]	45.42			45.98			29.26			27.97		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	34.25											
Intersection LOS	C											
Intersection V/C	0.577											

Emissions

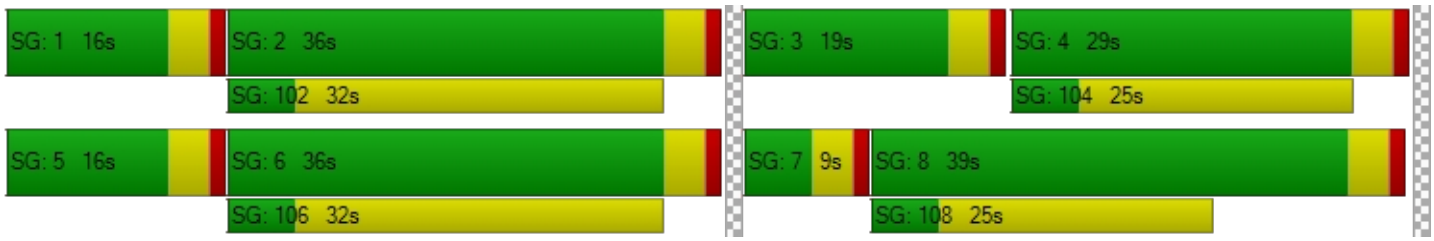
Vehicle Miles Traveled [mph]	51.13	58.89	49.88	16.88	114.86	48.99	187.68	531.60	510.64	91.99	203.12	202.15
Stops [stops/h]	268.20	195.14	184.43	32.66	183.53	80.53	206.03	317.45	306.47	199.48	220.16	219.19
Fuel consumption [US gal/h]	10.03	7.48	6.91	1.24	7.65	3.30	11.98	25.11	24.17	8.57	11.82	11.76
CO [g/h]	701.29	523.20	483.34	86.77	534.45	230.53	837.59	1755.50	1689.22	599.15	825.97	822.17
NOx [g/h]	136.45	101.80	94.04	16.88	103.98	44.85	162.96	341.56	328.66	116.57	160.70	159.97
VOC [g/h]	162.53	121.26	112.02	20.11	123.86	53.43	194.12	406.85	391.49	138.86	191.43	190.55

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.069	2.638	3.156	3.047
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]	700	500	640	640
d_b, Bicycle Delay [s]	21.13	28.13	23.12	23.12
l_b,int, Bicycle LOS Score for Intersection	2.253	1.857	2.609	2.387
Bicycle LOS	B	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 5: Acacia Ave/SR-74

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Acacia Ave		SR-74		SR-74	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	100.00
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]	40.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Acacia Ave		SR-74		SR-74	
Base Volume Input [veh/h]	0	6	917	268	0	982
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	2.00	0.00
Growth Factor	1.0400	1.0200	1.0200	1.0200	1.0400	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	0	23	0	51
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	24	935	296	0	1053
Peak Hour Factor	1.0000	0.7500	0.9620	0.9620	1.0000	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	243	77	0	285
Total Analysis Volume [veh/h]	0	32	972	308	0	1138
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.19	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.78	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.19		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Project Dwy 1/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name	Project Dwy1		Acacia Ave		Acacia Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy1		Acacia Ave		Acacia Ave	
Base Volume Input [veh/h]	0	0	268	0	0	14
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	70	18	5	23	18
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	70	291	5	23	32
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	18	77	1	6	8
Total Analysis Volume [veh/h]	0	74	306	5	24	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	11.47	10.42	0.00	0.00	7.88	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.33	0.33	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	8.32	8.32	0.00	0.00	1.01	1.01
d_A, Approach Delay [s/veh]	10.42		0.00		3.26	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.17					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Cawston Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

Intersection Setup

Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
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	0	1	0	1	1	0	0
Entry Pocket Length [ft]	65.00	100.00	100.00	120.00	100.00	100.00	440.00	100.00	340.00	435.00	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			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
Base Volume Input [veh/h]	235	54	16	68	107	167	176	717	23	23	557	57
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	6	0	0	0	0	18	0	9	39	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	6	0	0	43	0	0	6	0	0	15
Total Hourly Volume [veh/h]	252	55	16	69	109	127	180	749	17	32	607	43
Peak Hour Factor	0.9440	0.9440	0.9440	0.9170	0.9170	0.9170	0.9230	0.9230	0.9230	0.8380	0.8380	0.8380
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]	67	15	4	19	30	35	49	203	5	10	181	13
Total Analysis Volume [veh/h]	267	58	17	75	119	138	195	811	18	38	724	51
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 m	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]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	19	25	0	7	13	0	10	12	0	10	12	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	7	0	0	7	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	16	29	0	11	24	0	14	21	0	9	16	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

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	R	L	C	C
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
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]	12	18	18	4	10	10	9	29	29	3	23	23
g / C, Green / Cycle	0.17	0.26	0.26	0.06	0.14	0.14	0.13	0.42	0.42	0.04	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.15	0.02	0.02	0.04	0.06	0.09	0.11	0.22	0.01	0.02	0.21	0.21
s, saturation flow rate [veh/h]	1810	1900	1756	1810	1900	1615	1810	3618	1615	1810	1900	1856
c, Capacity [veh/h]	310	493	456	100	274	233	237	1513	676	68	618	604
d1, Uniform Delay [s]	28.21	19.58	19.59	32.57	27.35	28.03	29.62	15.26	11.97	33.10	20.08	20.08
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.21	0.50	0.50	0.11	0.50	0.50
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
d2, Incremental Delay [s]	7.07	0.07	0.07	10.45	1.09	2.40	12.68	1.36	0.07	6.85	4.91	5.03
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	0.86	0.08	0.08	0.75	0.43	0.59	0.82	0.54	0.03	0.55	0.63	0.63
d, Delay for Lane Group [s/veh]	35.28	19.64	19.66	43.02	28.44	30.43	42.30	16.63	12.05	39.94	24.99	25.11
Lane Group LOS	D	B	B	D	C	C	D	B	B	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.75	0.46	0.44	1.50	1.83	2.23	3.70	4.20	0.15	0.71	5.44	5.34
50th-Percentile Queue Length [ft/ln]	118.82	11.51	11.02	37.58	45.80	55.86	92.48	105.04	3.75	17.73	135.91	133.38
95th-Percentile Queue Length [veh/ln]	8.33	0.83	0.79	2.71	3.30	4.02	6.66	7.56	0.27	1.28	9.26	9.12
95th-Percentile Queue Length [ft/ln]	208.20	20.72	19.83	67.65	82.44	100.55	166.47	189.07	6.75	31.92	231.51	228.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.28	19.65	19.66	43.02	28.44	30.43	42.30	16.63	12.05	39.94	25.04	25.11
Movement LOS	D	B	B	D	C	C	D	B	B	D	C	C
d_A, Approach Delay [s/veh]	31.85			32.56			21.44			25.74		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	25.72											
Intersection LOS	C											
Intersection V/C	0.547											

Emissions

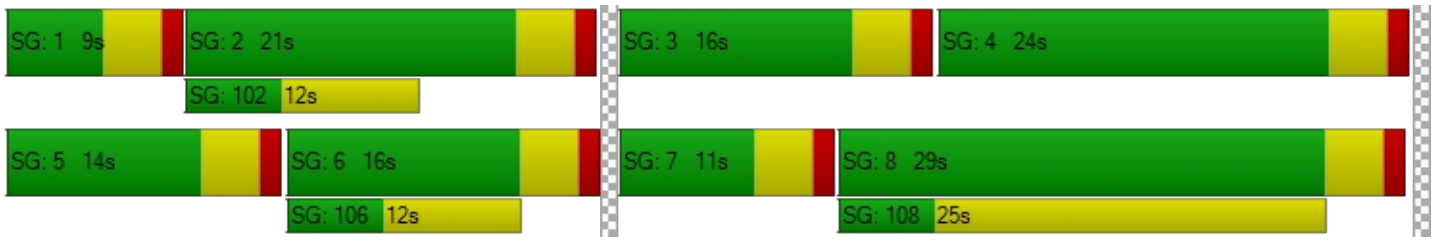
Vehicle Miles Traveled [mph]	24.71	3.55	3.39	7.12	11.30	13.11	32.32	134.44	2.98	5.07	52.25	51.08
Stops [stops/h]	244.42	23.68	22.66	77.31	94.22	114.92	190.25	432.16	7.72	36.48	279.59	274.39
Fuel consumption [US gal/h]	4.28	0.43	0.41	1.38	1.67	2.03	5.68	13.88	0.26	1.04	8.03	7.88
CO [g/h]	299.47	30.08	28.75	96.24	117.04	141.83	397.15	970.22	18.35	72.60	561.58	550.83
NOx [g/h]	58.27	5.85	5.59	18.73	22.77	27.60	77.27	188.77	3.57	14.12	109.26	107.17
VOC [g/h]	69.41	6.97	6.66	22.31	27.13	32.87	92.04	224.86	4.25	16.82	130.15	127.66

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	0.00	26.58
l_p,int, Pedestrian LOS Score for Intersectio	2.257	2.485	0.000	2.875
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	714	571	486	343
d_b, Bicycle Delay [s]	14.46	17.86	20.06	24.03
l_b,int, Bicycle LOS Score for Intersection	1.847	2.178	2.409	2.243
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 8: Cawston Ave/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.304

Intersection Setup

Name	Cawston Ave		Acacia Ave		W Acacia Ave	
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	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	150.00
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		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave		Acacia Ave		W Acacia Ave	
Base Volume Input [veh/h]	134	3	7	276	11	271
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	18	128	33	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]	137	12	25	410	44	276
Peak Hour Factor	0.7370	0.7370	0.8610	0.8610	0.8690	0.8690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	4	7	119	13	79
Total Analysis Volume [veh/h]	186	16	29	476	51	318
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.02	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.44	8.48	8.03	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.28	0.05	0.05	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	32.00	1.16	1.23	0.61	0.00	0.00
d_A, Approach Delay [s/veh]	13.04		0.46		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.67					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 9: Cawston Ave (To Be Constructed)/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Acacia Ave		Acacia Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	50.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Acacia Ave		Acacia Ave	
Base Volume Input [veh/h]	0	0	268	0	0	14
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	76	70	18	19	23
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]	18	76	343	18	19	37
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	20	90	5	5	10
Total Analysis Volume [veh/h]	19	80	361	19	20	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.10	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.28	10.08	0.00	0.00	8.05	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.45	0.45	0.00	0.00	0.03	0.02
95th-Percentile Queue Length [ft/ln]	11.29	11.29	0.00	0.00	0.84	0.42
d_A, Approach Delay [s/veh]	10.50		0.00		2.73	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Cawston Ave (To Be Constructed)/Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	82	27	10	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	82	27	10	12	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	22	7	3	3	0
Total Analysis Volume [veh/h]	0	86	28	11	13	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	7.27	0.00	0.00	0.00	9.15	8.50
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.12	1.12
d_A, Approach Delay [s/veh]	0.00		0.00		9.15	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.86					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 11: Cawston Ave (To Be Constructed)/Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.075

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	5	22	70	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	12	5	22	70	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	1	6	18	0
Total Analysis Volume [veh/h]	0	13	5	23	74	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	8.93	8.66
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.24	0.24
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	6.05	6.05
d_A, Approach Delay [s/veh]	0.00		0.00		8.93	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.75					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Cawston Ave (To Be Constructed)/Project Dwy 4

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	5	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	5	12	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	3	0
Total Analysis Volume [veh/h]	0	0	0	5	13	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	7.21	0.00	0.00	0.00	8.56	8.36
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.96	0.96
d_A, Approach Delay [s/veh]	3.60		0.00		8.56	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.18					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Sanderson Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	39.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			SR-74			SR-74		
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	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	230.00	100.00	110.00	175.00	100.00	200.00	420.00	100.00	615.00	420.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			SR-74			SR-74		
Base Volume Input [veh/h]	157	610	129	139	591	49	223	589	88	204	454	131
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	39	19	0	0	5	0	0	24	0	0	9	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	33	0	0	13	0	0	23	0	0	34
Total Hourly Volume [veh/h]	199	641	99	142	608	37	227	625	67	208	472	100
Peak Hour Factor	0.9430	0.9430	0.9430	0.9710	0.9710	0.9710	0.9270	0.9270	0.9270	0.8710	0.8710	0.8710
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]	53	170	26	37	157	10	61	169	18	60	135	29
Total Analysis Volume [veh/h]	211	680	105	146	626	38	245	674	72	239	542	115
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 m	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]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	16	25	0	8	17	0	16	28	0	13	25	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	23	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	16	29	0	12	25	0	20	32	0	17	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
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]	12	22	22	8	18	18	14	31	31	13	30	30
g / C, Green / Cycle	0.13	0.25	0.25	0.09	0.20	0.20	0.16	0.34	0.34	0.14	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.12	0.19	0.07	0.08	0.18	0.18	0.14	0.19	0.04	0.13	0.18	0.18
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1862	1810	3618	1615	1810	1900	1786
c, Capacity [veh/h]	241	892	398	161	384	376	283	1239	553	261	628	590
d1, Uniform Delay [s]	38.26	31.46	27.33	40.63	34.79	34.80	37.05	23.92	20.37	37.95	24.54	24.54
k, delay calibration	0.17	0.11	0.11	0.29	0.26	0.26	0.25	0.50	0.50	0.34	0.50	0.50
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
d2, Incremental Delay [s]	14.36	1.38	0.35	34.37	13.45	13.74	16.09	1.72	0.49	28.52	3.30	3.51
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	0.87	0.76	0.26	0.91	0.87	0.87	0.87	0.54	0.13	0.91	0.54	0.54
d, Delay for Lane Group [s/veh]	52.62	32.85	27.68	75.00	48.24	48.53	53.15	25.64	20.86	66.47	27.84	28.05
Lane Group LOS	D	C	C	E	D	D	D	C	C	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.45	6.86	1.83	4.69	8.39	8.25	6.36	5.81	1.08	7.10	6.18	5.85
50th-Percentile Queue Length [ft/ln]	136.21	171.41	45.79	117.37	209.67	206.34	159.07	145.28	26.96	177.59	154.48	146.14
95th-Percentile Queue Length [veh/ln]	9.28	11.15	3.30	8.25	13.14	12.97	10.50	9.76	1.94	11.47	10.26	9.81
95th-Percentile Queue Length [ft/ln]	231.91	278.77	82.43	206.21	328.41	324.13	262.49	244.11	48.52	286.87	256.40	245.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.62	32.85	27.68	75.00	48.38	48.53	53.15	25.64	20.86	66.47	27.92	28.05
Movement LOS	D	C	C	E	D	D	D	C	C	E	C	C
d_A, Approach Delay [s/veh]	36.49			53.19			32.09			38.22		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	39.39											
Intersection LOS	D											
Intersection V/C	0.612											

Emissions

Vehicle Miles Traveled [mph]	34.05	109.74	16.94	35.66	81.90	80.30	95.68	263.22	28.12	66.91	94.79	89.15
Stops [stops/h]	217.93	548.51	73.27	187.79	335.47	330.15	254.51	464.89	43.13	284.15	247.17	233.83
Fuel consumption [US gal/h]	4.86	12.09	1.69	4.73	8.52	8.38	8.21	17.05	1.70	7.92	7.39	6.97
CO [g/h]	340.06	845.30	118.39	330.89	595.27	585.52	573.93	1191.50	118.95	553.60	516.57	487.48
NOx [g/h]	66.16	164.46	23.03	64.38	115.82	113.92	111.67	231.82	23.14	107.71	100.50	94.85
VOC [g/h]	78.81	195.91	27.44	76.69	137.96	135.70	133.01	276.14	27.57	128.30	119.72	112.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersectio	2.919	2.690	0.000	2.779
Crosswalk LOS	C	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	556	467	622	556
d_b, Bicycle Delay [s]	23.47	26.45	21.36	23.47
l_b,int, Bicycle LOS Score for Intersection	2.409	2.239	2.396	2.327
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 14: Sanderson Ave/Acacia Ave

Control Type:	Signalized	Delay (sec / veh):	27.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			W Acacia Ave			W Acacia Ave		
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	0	1	0	0	1	0	0
Entry Pocket Length [ft]	135.00	100.00	100.00	195.00	100.00	100.00	66.00	100.00	100.00	100.00	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			40.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			W Acacia Ave			W Acacia Ave		
Base Volume Input [veh/h]	95	865	86	145	789	16	11	220	198	139	179	165
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	19	0	0	0	0	5	58	24	46	0	9	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	22	0	0	5	0	0	62	0	0	42
Total Hourly Volume [veh/h]	116	882	66	148	805	16	69	248	186	142	192	126
Peak Hour Factor	0.9840	0.9840	0.9840	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9090	0.9090	0.9090
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]	29	224	17	39	211	4	18	65	49	39	53	35
Total Analysis Volume [veh/h]	118	896	67	155	843	17	72	260	195	156	211	139
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 m	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]	75
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	15	0	12	19	0	9	25	0	12	28	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	14	0	0	17	0	0	23	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	10	21	0	12	23	0	10	30	0	12	32	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

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	R	L	C
C, Calculated Cycle Length [s]	75	75	75	75	75	75	75	75	75	75	75
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
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
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
g_i, Effective Green Time [s]	6	30	30	8	32	32	4	13	13	8	17
g / C, Green / Cycle	0.08	0.40	0.40	0.11	0.43	0.43	0.05	0.17	0.17	0.11	0.23
(v / s)_i Volume / Saturation Flow Rate	0.07	0.26	0.26	0.09	0.23	0.01	0.04	0.14	0.12	0.09	0.20
s, saturation flow rate [veh/h]	1810	1900	1854	1810	3618	1615	1810	1900	1615	1810	1776
c, Capacity [veh/h]	145	761	742	192	1543	689	95	330	280	193	404
d1, Uniform Delay [s]	33.95	18.13	18.14	32.78	16.09	12.47	35.05	29.67	29.13	32.75	27.87
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
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
d2, Incremental Delay [s]	10.52	4.11	4.22	7.81	1.40	0.07	11.42	4.21	3.10	7.80	5.69
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
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
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

Lane Group Results

X, volume / capacity	0.82	0.64	0.64	0.81	0.55	0.02	0.76	0.79	0.70	0.81	0.87
d, Delay for Lane Group [s/veh]	44.47	22.25	22.35	40.58	17.48	12.53	46.47	33.88	32.23	40.55	33.56
Lane Group LOS	D	C	C	D	B	B	D	C	C	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.48	7.15	7.00	3.08	5.27	0.17	1.53	4.57	3.33	3.06	6.31
50th-Percentile Queue Length [ft/ln]	61.96	178.75	175.00	77.11	131.67	4.20	38.31	114.34	83.13	76.60	157.64
95th-Percentile Queue Length [veh/ln]	4.46	11.54	11.34	5.55	9.03	0.30	2.76	8.08	5.99	5.52	10.42
95th-Percentile Queue Length [ft/ln]	111.52	288.38	283.48	138.80	225.76	7.56	68.97	202.03	149.63	137.89	260.59

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.47	22.30	22.35	40.58	17.48	12.53	46.47	33.88	32.23	40.55	33.56	33.56
Movement LOS	D	C	C	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	24.72			20.93			34.99			35.72		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	27.00											
Intersection LOS	C											
Intersection V/C	0.579											

Emissions

Vehicle Miles Traveled [mph]	66.34	273.98	267.41	12.69	69.04	1.39	34.23	123.62	92.71	80.09	179.69
Stops [stops/h]	118.96	343.19	336.01	148.05	505.61	8.06	73.56	219.54	159.61	147.08	302.66
Fuel consumption [US gal/h]	4.46	15.38	15.03	2.62	8.63	0.15	2.63	8.38	6.17	5.45	11.52
CO [g/h]	311.47	1075.15	1050.50	183.18	603.58	10.15	183.81	585.56	431.13	380.68	804.95
NOx [g/h]	60.60	209.19	204.39	35.64	117.44	1.98	35.76	113.93	83.88	74.07	156.61
VOC [g/h]	72.19	249.18	243.46	42.45	139.89	2.35	42.60	135.71	99.92	88.23	186.55

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	29.04	29.04	29.04
l_p,int, Pedestrian LOS Score for Intersectio	2.784	2.805	2.517	2.391
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	453	507	693	747
d_b, Bicycle Delay [s]	22.43	20.91	16.01	14.73
l_b,int, Bicycle LOS Score for Intersection	2.470	2.401	2.531	2.464
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 15: Sanderson Ave/Stetson Ave

Control Type:	Signalized	Delay (sec / veh):	42.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			Stetson Ave			Stetson Ave		
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	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	180.00	210.00	100.00	100.00	205.00	100.00	100.00	100.00	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]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	30	621	584	155	742	79	164	552	25	348	693	123
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	0	12	34	0	0	0	0	0	0	5
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	149	0	0	20	0	0	7	0	0	33
Total Hourly Volume [veh/h]	31	647	447	170	791	61	167	563	19	355	707	97
Peak Hour Factor	0.9400	0.9400	0.9400	0.8720	0.8720	0.8720	0.8700	0.8700	0.8700	0.9300	0.9300	0.9300
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	172	119	49	227	17	48	162	5	95	190	26
Total Analysis Volume [veh/h]	33	688	476	195	907	70	192	647	22	382	760	104
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 m	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]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	16	18	0	15	17	0	23	22	0	44	43	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	10	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	13	28	0	13	28	0	13	18	0	21	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
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]	3	24	24	9	30	30	9	14	14	17	22	22
g / C, Green / Cycle	0.03	0.30	0.30	0.11	0.38	0.38	0.11	0.18	0.18	0.21	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.02	0.19	0.29	0.11	0.26	0.26	0.11	0.18	0.18	0.21	0.23	0.23
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1853	1810	1900	1878	1810	1900	1821
c, Capacity [veh/h]	61	1085	485	204	720	702	204	333	329	385	523	501
d1, Uniform Delay [s]	38.04	24.20	27.79	35.31	20.87	20.87	35.25	33.00	33.00	31.44	27.37	27.40
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.18	0.18	0.11	0.11	0.11
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
d2, Incremental Delay [s]	7.25	2.82	36.77	21.44	5.29	5.44	18.43	32.45	32.67	19.84	3.79	4.02
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	0.54	0.63	0.98	0.96	0.69	0.69	0.94	1.01	1.01	0.99	0.84	0.85
d, Delay for Lane Group [s/veh]	45.29	27.03	64.56	56.75	26.16	26.31	53.67	65.45	65.67	51.28	31.16	31.42
Lane Group LOS	D	C	E	E	C	C	D	F	F	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.73	5.52	13.04	4.74	7.89	7.73	4.51	8.95	8.87	9.20	8.13	7.86
50th-Percentile Queue Length [ft/ln]	18.13	137.98	326.04	118.59	197.31	193.34	112.81	223.73	221.65	229.91	203.36	196.50
95th-Percentile Queue Length [veh/ln]	1.31	9.37	18.96	8.32	12.50	12.29	8.00	13.93	13.83	14.17	12.81	12.46
95th-Percentile Queue Length [ft/ln]	32.64	234.30	474.10	207.89	312.49	307.35	199.90	348.36	345.72	354.24	320.29	311.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.29	27.03	64.56	56.75	26.23	26.31	53.67	65.56	65.67	51.28	31.27	31.42
Movement LOS	D	C	E	E	C	C	D	E	E	D	C	C
d_A, Approach Delay [s/veh]	42.46			31.31			62.91			37.42		
Approach LOS	D			C			E			D		
d_I, Intersection Delay [s/veh]	42.07											
Intersection LOS	D											
Intersection V/C	0.791											

Emissions

Vehicle Miles Traveled [mph]	9.15	190.81	132.01	86.17	218.48	213.25	20.42	35.77	35.37	579.44	668.11	642.46
Stops [stops/h]	32.64	496.71	586.87	213.47	355.15	348.01	203.06	402.72	398.97	413.83	366.05	353.69
Fuel consumption [US gal/h]	1.02	16.50	18.08	7.86	14.54	14.22	5.32	10.71	10.62	30.13	32.32	31.11
CO [g/h]	71.55	1153.37	1263.47	549.40	1016.12	994.04	371.97	748.90	742.13	2105.82	2259.11	2174.60
NOx [g/h]	13.92	224.40	245.83	106.89	197.70	193.40	72.37	145.71	144.39	409.72	439.54	423.10
VOC [g/h]	16.58	267.30	292.82	127.33	235.50	230.38	86.21	173.57	172.00	488.04	523.57	503.99

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	0.00	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	3.310	0.000	2.818	2.878
Crosswalk LOS	C	F	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	350	550
d_b, Bicycle Delay [s]	19.60	19.60	27.23	21.03
l_b,int, Bicycle LOS Score for Intersection	2.670	2.543	2.276	2.615
Bicycle LOS	B	B	B	B

Sequence

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



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Hemet Industrial

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

Scenario 5 Cumulative AM
3/4/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	WB Left	1.247	183.7	F
2	Four Seasons Blvd/SR-74	Signalized	HCM 7th Edition	SB Right	0.575	4.7	A
3	California Ave/SR-74	Signalized	HCM 7th Edition	WB Right	0.985	97.8	F
4	Warren Rd/SR-74	Signalized	HCM 7th Edition	NB Left	0.867	65.0	E
5	Acacia Ave/SR-74	Two-way stop	HCM 7th Edition	NB Right	0.042	14.8	B
6	Project Dwy 1/Acacia Ave	Two-way stop	HCM 7th Edition	NB Right	0.022	9.9	A
7	Cawston Ave/SR-74	Signalized	HCM 7th Edition	SB Left	0.635	26.7	C
8	Cawston Ave/Acacia Ave	Two-way stop	HCM 7th Edition	SB Left	0.186	11.0	B
9	Cawston Ave (To Be Constructed)/Acacia Ave	Two-way stop	HCM 7th Edition	NB Left	0.007	11.4	B
10	Cawston Ave (To Be Constructed)/Project Dwy 2	Two-way stop	HCM 7th Edition	EB Left	0.002	9.0	A
11	Cawston Ave (To Be Constructed)/Project Dwy 3	Two-way stop	HCM 7th Edition	EB Left	0.020	8.8	A
12	Cawston Ave (To Be Constructed)/Project Dwy 4	Two-way stop	HCM 7th Edition	EB Left	0.003	8.5	A
13	Sanderson Ave/SR-74	Signalized	HCM 7th Edition	SB Right	0.964	94.8	F
14	Sanderson Ave/Acacia Ave	Signalized	HCM 7th Edition	EB Left	0.714	32.0	C
15	Sanderson Ave/Stetson Ave	Signalized	HCM 7th Edition	SB Left	0.872	72.6	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: SR-79/SR-74

Control Type:	Signalized	Delay (sec / veh):	183.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.247

Intersection Setup

Name	SR-79			SR-79			SR-74			SR-74		
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	0	1	0	1	1	0	0
Entry Pocket Length [ft]	295.00	100.00	100.00	60.00	100.00	100.00	360.00	100.00	315.00	475.00	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]	45.00			45.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	SR-79			SR-79			SR-74			SR-74		
Base Volume Input [veh/h]	98	12	328	24	43	1	9	842	118	508	820	53
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	0	191	24	0	0	0	366	11	292	608	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	132	0	0	0	0	0	33	0	0	14
Total Hourly Volume [veh/h]	132	12	394	48	44	1	9	1225	98	810	1444	40
Peak Hour Factor	0.8640	0.8640	0.8640	0.5980	0.5980	0.5980	0.8850	0.8850	0.8850	0.8440	0.8440	0.8440
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	3	114	20	18	0	3	346	28	240	428	12
Total Analysis Volume [veh/h]	153	14	456	80	74	2	10	1384	111	960	1711	47
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 m	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]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	7	30	0	5	28	0	6	29	0	40	63	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	14	0	0	10	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	11	34	0	9	32	0	9	33	0	44	68	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
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
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
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
g_i, Effective Green Time [s]	7	30	5	28	1	29	29	40	68	68
g / C, Green / Cycle	0.06	0.25	0.04	0.23	0.01	0.24	0.24	0.33	0.56	0.56
(v / s)_i Volume / Saturation Flow Rate	0.08	0.29	0.04	0.04	0.01	0.38	0.07	0.53	0.46	0.47
s, saturation flow rate [veh/h]	1810	1622	1810	1891	1810	3618	1615	1810	1900	1882
c, Capacity [veh/h]	106	406	75	441	23	874	390	603	1068	1058
d1, Uniform Delay [s]	56.50	45.00	57.50	36.74	58.81	45.50	37.05	40.00	21.40	21.57
k, delay calibration	0.50	0.50	0.31	0.11	0.11	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	247.25	95.69	98.95	0.18	12.32	267.86	1.82	274.01	7.18	7.58
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	1.45	1.16	1.06	0.17	0.43	1.58	0.28	1.59	0.82	0.83
d, Delay for Lane Group [s/veh]	303.75	140.69	156.45	36.93	71.12	313.36	38.87	314.01	28.57	29.15
Lane Group LOS	F	F	F	D	E	F	D	F	C	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.37	22.37	4.31	1.76	0.37	44.91	2.76	62.58	19.77	20.01
50th-Percentile Queue Length [ft/ln]	259.21	559.27	107.63	44.09	9.30	1122.72	68.96	1564.61	494.22	500.31
95th-Percentile Queue Length [veh/ln]	17.28	32.73	7.75	3.17	0.67	68.97	4.97	95.97	27.06	27.35
95th-Percentile Queue Length [ft/ln]	431.89	818.29	193.73	79.37	16.73	1724.29	124.13	2399.27	676.51	683.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	303.75	140.69	140.69	156.45	36.93	36.93	71.12	313.36	38.87	314.01	28.86	29.15
Movement LOS	F	F	F	F	D	D	E	F	D	F	C	C
d_A, Approach Delay [s/veh]	180.73			98.22			291.50			129.58		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	183.69											
Intersection LOS	F											
Intersection V/C	1.247											

Emissions

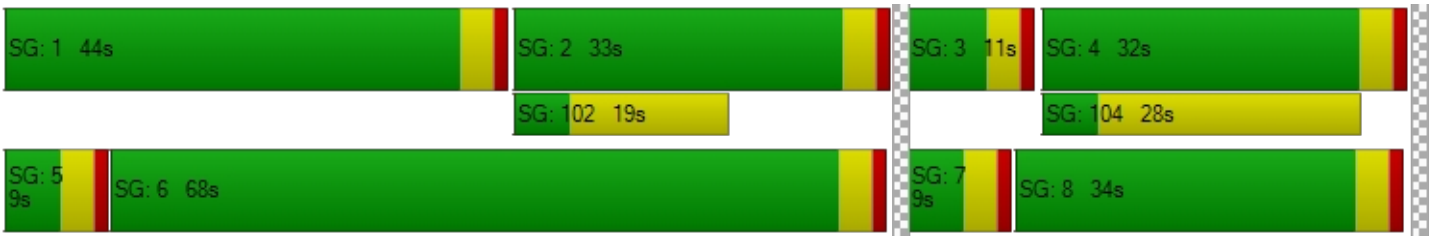
Vehicle Miles Traveled [mph]	17.04	52.34	3.52	3.34	0.97	134.50	10.79	978.15	895.61	895.61
Stops [stops/h]	311.05	671.12	129.15	52.91	11.15	2694.52	82.75	1877.53	593.06	600.37
Fuel consumption [US gal/h]	13.91	23.59	4.27	1.34	0.35	134.10	2.51	122.91	44.21	44.42
CO [g/h]	972.09	1649.09	298.67	93.90	24.36	9373.72	175.42	8591.33	3090.08	3105.19
NOx [g/h]	189.13	320.85	58.11	18.27	4.74	1823.78	34.13	1671.56	601.22	604.16
VOC [g/h]	225.29	382.19	69.22	21.76	5.65	2172.45	40.66	1991.12	716.16	719.66

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	0.00	51.34	0.00
l_p,int, Pedestrian LOS Score for Intersectio	3.041	0.000	3.437	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	467	483	1067
d_b, Bicycle Delay [s]	33.75	35.27	34.50	13.07
l_b,int, Bicycle LOS Score for Intersection	2.805	1.817	2.828	3.814
Bicycle LOS	C	A	C	D

Sequence

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



Intersection Level Of Service Report
Intersection 2: Four Seasons Blvd/SR-74

Control Type:	Signalized	Delay (sec / veh):	4.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

Intersection Setup

Name	Four Seasons Blvd		SR-74		SR-74	
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	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	370.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	300.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Four Seasons Blvd		SR-74		SR-74	
Base Volume Input [veh/h]	19	69	20	1163	1241	29
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
Proportion of CAVs [%]	0.00					
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	581	900	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
Right Turn on Red Volume [veh/h]	0	18	0	0	0	8
Total Hourly Volume [veh/h]	19	52	20	1767	2166	22
Peak Hour Factor	0.8750	0.8750	0.9070	0.9070	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	15	6	487	604	6
Total Analysis Volume [veh/h]	22	59	22	1948	2415	25
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	23	0	39	74	31	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	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
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	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

Phasing & Timing: Pattern 1

Split [s]	27	0	43	78	35	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	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
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	5	2	92	85	85
g / C, Green / Cycle	0.05	0.05	0.02	0.87	0.81	0.81
(v / s)_i Volume / Saturation Flow Rate	0.01	0.04	0.01	0.54	0.47	0.02
s, saturation flow rate [veh/h]	1810	1615	1810	3618	5176	1615
c, Capacity [veh/h]	93	83	43	3156	4194	1309
d1, Uniform Delay [s]	47.81	49.02	50.63	1.85	3.54	1.92
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.29	10.56	8.93	0.92	0.58	0.03
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.71	0.51	0.62	0.58	0.02
d, Delay for Lane Group [s/veh]	49.10	59.59	59.57	2.77	4.12	1.95
Lane Group LOS	D	E	E	A	A	A
Critical Lane Group	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.59	1.76	0.66	0.40	2.81	0.05
50th-Percentile Queue Length [ft/ln]	14.63	44.05	16.43	10.03	70.26	1.33
95th-Percentile Queue Length [veh/ln]	1.05	3.17	1.18	0.72	5.06	0.10
95th-Percentile Queue Length [ft/ln]	26.34	79.29	29.58	18.05	126.47	2.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.10	59.59	59.57	2.77	4.12	1.95
Movement LOS	D	E	E	A	A	A
d_A, Approach Delay [s/veh]	56.74		3.40		4.10	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	4.74					
Intersection LOS	A					
Intersection V/C	0.575					

Emissions

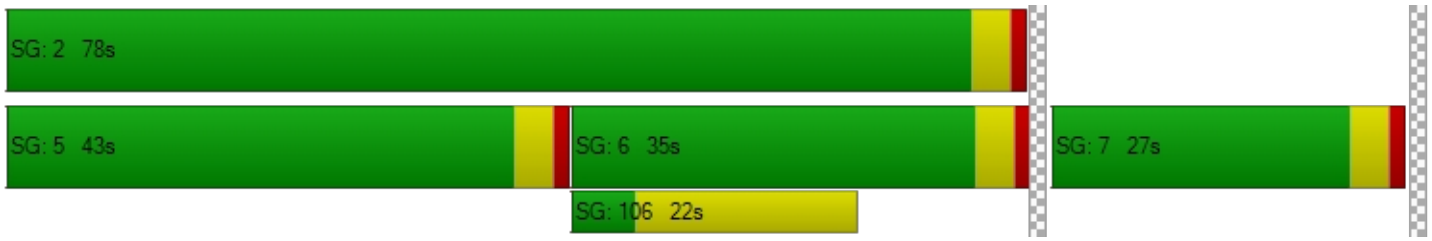
Vehicle Miles Traveled [mph]	1.74	4.67	22.42	1984.82	1390.30	14.39
Stops [stops/h]	20.07	60.41	22.54	27.51	289.07	1.82
Fuel consumption [US gal/h]	0.40	1.24	1.36	67.99	53.02	0.52
CO [g/h]	28.12	86.76	95.30	4752.34	3706.23	36.34
NOx [g/h]	5.47	16.88	18.54	924.63	721.10	7.07
VOC [g/h]	6.52	20.11	22.09	1101.40	858.95	8.42

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.89	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.203	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	438	1410	590
d_b, Bicycle Delay [s]	32.02	4.58	26.08
l_b,int, Bicycle LOS Score for Intersection	1.560	3.185	2.906
Bicycle LOS	A	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 3: California Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	97.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.985

Intersection Setup

Name	California Ave			California Ave			SR-74			SR-74		
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	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	510.00	100.00	100.00	504.00	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			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	California Ave			California Ave			SR-74			SR-74		
Base Volume Input [veh/h]	6	6	7	34	0	487	253	922	3	2	782	20
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0400	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
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	581	0	0	900	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	2	0	0	124	0	0	1	0	0	5
Total Hourly Volume [veh/h]	6	6	5	35	0	373	258	1521	2	2	1698	15
Peak Hour Factor	0.6790	0.6790	0.6790	0.8240	1.0000	0.8240	0.9020	0.9020	0.9020	0.8490	0.8490	0.8490
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]	2	2	2	11	0	113	72	422	1	1	500	4
Total Analysis Volume [veh/h]	9	9	7	42	0	453	286	1686	2	2	2000	18
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 m	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]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	29	0	0	17	43	0	7	33	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	5	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	10	0	0	0	7	0	0	7	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	2.0	0.0	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	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	0	29	0	33	0	0	21	47	0	11	37	0
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	5	0	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120
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
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
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	29	29	17	69	69	0	52	52
g / C, Green / Cycle	0.05	0.24	0.24	0.14	0.57	0.57	0.00	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.01	0.02	0.28	0.16	0.44	0.44	0.00	0.53	0.53
s, saturation flow rate [veh/h]	1780	1810	1615	1810	1900	1899	1810	1900	1894
c, Capacity [veh/h]	85	437	390	256	1091	1091	5	828	825
d1, Uniform Delay [s]	55.18	35.32	45.50	51.50	19.56	19.57	59.72	33.86	33.86
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.90	0.09	97.11	90.78	5.35	5.36	39.78	109.52	111.15
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.10	1.16	1.12	0.77	0.77	0.38	1.22	1.22
d, Delay for Lane Group [s/veh]	57.08	35.42	142.61	142.28	24.91	24.93	99.49	143.38	145.02
Lane Group LOS	E	D	F	F	C	C	F	F	F
Critical Lane Group	Yes	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.78	0.95	21.70	13.88	17.39	17.39	0.12	48.52	48.74
50th-Percentile Queue Length [ft/ln]	19.42	23.63	542.57	346.91	434.66	434.86	2.97	1213.01	1218.57
95th-Percentile Queue Length [veh/ln]	1.40	1.70	31.86	21.00	24.22	24.23	0.21	68.79	69.20
95th-Percentile Queue Length [ft/ln]	34.95	42.53	796.62	525.03	605.62	605.86	5.35	1719.74	1730.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.08	57.08	57.08	35.42	0.00	142.61	142.28	24.92	24.93	99.49	144.19	145.02
Movement LOS	E	E	E	D		F	F	C	C	F	F	F
d_A, Approach Delay [s/veh]	57.08			133.51			41.92			144.16		
Approach LOS	E			F			D			F		
d_I, Intersection Delay [s/veh]	97.80											
Intersection LOS	F											
Intersection V/C	0.985											

Emissions

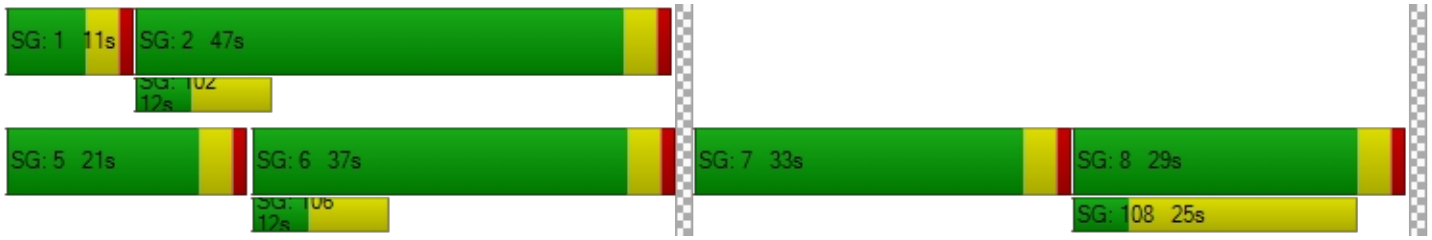
Vehicle Miles Traveled [mph]	8.33	12.12	130.75	164.65	485.88	485.88	2.00	1008.67	1008.67
Stops [stops/h]	23.30	28.35	651.08	416.29	521.59	521.83	3.57	1455.61	1462.28
Fuel consumption [US gal/h]	0.76	1.07	25.72	20.18	28.56	28.56	0.14	79.00	79.37
CO [g/h]	53.27	74.84	1797.89	1410.80	1996.07	1996.54	9.96	5522.19	5548.22
NOx [g/h]	10.36	14.56	349.80	274.49	388.36	388.45	1.94	1074.42	1079.48
VOC [g/h]	12.35	17.35	416.68	326.97	462.61	462.72	2.31	1279.82	1285.85

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	0.00	51.34
l_p,int, Pedestrian LOS Score for Intersectio	1.749	2.665	0.000	3.056
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	417	483	717	550
d_b, Bicycle Delay [s]	37.60	34.50	24.70	31.54
l_b,int, Bicycle LOS Score for Intersection	1.604	1.560	3.189	3.230
Bicycle LOS	A	A	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 4: Warren Rd/SR-74

Control Type:	Signalized	Delay (sec / veh):	65.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.867

Intersection Setup

Name	Warren Rd						SR-74			SR-74		
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	1	1	0	2	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd						SR-74			SR-74		
Base Volume Input [veh/h]	168	217	149	15	226	124	163	687	200	174	471	10
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	221	28	0	7	97	75	35	444	103	0	605	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	38	0	0	50	0	0	77	0	0	3
Total Hourly Volume [veh/h]	392	249	114	22	328	151	201	1145	230	177	1085	7
Peak Hour Factor	0.8840	0.8840	0.8840	0.8580	0.8580	0.8580	0.9370	0.9370	0.9370	0.8880	0.8880	0.8880
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]	111	70	32	6	96	44	54	305	61	50	305	2
Total Analysis Volume [veh/h]	443	282	129	26	382	176	215	1222	245	199	1222	8
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 m	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]	105
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	24	43	0	6	25	0	13	33	0	12	32	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	27	0	0	27	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	25	43	0	11	29	0	15	37	0	14	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
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]	21	33	33	3	14	14	11	44	44	10	43	43
g / C, Green / Cycle	0.20	0.31	0.31	0.03	0.14	0.14	0.10	0.42	0.42	0.10	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.24	0.08	0.08	0.01	0.11	0.11	0.12	0.39	0.40	0.11	0.32	0.32
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1793	1810	1900	1896
c, Capacity [veh/h]	362	1122	501	47	492	220	190	791	746	172	773	771
d1, Uniform Delay [s]	42.00	27.10	27.16	50.54	43.81	43.98	47.00	29.39	29.98	47.50	27.33	27.34
k, delay calibration	0.49	0.11	0.11	0.11	0.11	0.11	0.37	0.50	0.50	0.36	0.50	0.50
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
d2, Incremental Delay [s]	122.76	0.12	0.27	9.79	2.67	6.63	97.11	20.36	26.23	106.57	8.35	8.39
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	1.22	0.25	0.26	0.55	0.78	0.80	1.13	0.94	0.97	1.15	0.80	0.80
d, Delay for Lane Group [s/veh]	164.76	27.22	27.43	60.32	46.48	50.61	144.11	49.75	56.21	154.07	35.68	35.72
Lane Group LOS	F	C	C	E	D	D	F	D	E	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	21.08	2.48	2.30	0.80	4.95	4.81	9.84	20.62	21.47	9.41	14.08	14.07
50th-Percentile Queue Length [ft/ln]	526.93	62.02	57.38	20.03	123.75	120.36	245.98	515.62	536.69	235.14	352.06	351.67
95th-Percentile Queue Length [veh/ln]	31.63	4.47	4.13	1.44	8.60	8.41	15.73	28.07	29.07	15.21	20.24	20.22
95th-Percentile Queue Length [ft/ln]	790.77	111.63	103.28	36.06	214.97	210.33	393.17	701.82	726.65	380.34	505.92	505.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	164.76	27.22	27.43	60.32	46.48	50.61	144.11	52.28	56.21	154.07	35.70	35.72
Movement LOS	F	C	C	E	D	D	F	D	E	F	D	D
d_A, Approach Delay [s/veh]	98.60			48.34			64.59			52.18		
Approach LOS	F			D			E			D		
d_I, Intersection Delay [s/veh]	64.99											
Intersection LOS	E											
Intersection V/C	0.867											

Emissions

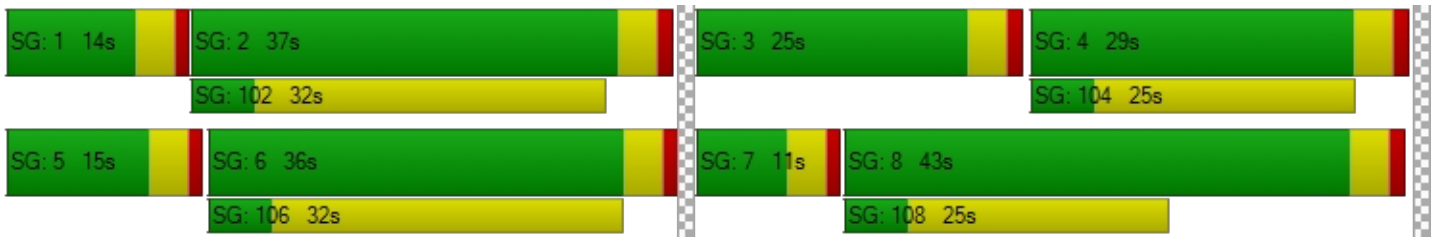
Vehicle Miles Traveled [mph]	92.84	59.10	27.03	14.15	207.95	95.81	214.93	743.39	723.12	98.96	306.09	305.54
Stops [stops/h]	722.65	170.11	78.69	27.47	339.43	165.07	337.35	707.13	736.03	322.47	482.82	482.29
Fuel consumption [US gal/h]	31.38	6.70	3.09	1.05	14.05	6.67	18.68	43.28	43.79	14.50	22.13	22.10
CO [g/h]	2193.37	468.21	215.70	73.64	981.98	466.12	1305.73	3025.06	3060.79	1013.69	1546.96	1544.91
NOx [g/h]	426.75	91.10	41.97	14.33	191.06	90.69	254.05	588.57	595.52	197.23	300.98	300.58
VOC [g/h]	508.34	108.51	49.99	17.07	227.58	108.03	302.61	701.09	709.37	234.93	358.52	358.05

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.89	43.89	43.89	43.89
l_p,int, Pedestrian LOS Score for Intersectio	3.115	2.719	3.605	3.238
Crosswalk LOS	C	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	743	476	629	610
d_b, Bicycle Delay [s]	20.74	30.48	24.69	25.38
l_b,int, Bicycle LOS Score for Intersection	2.296	2.083	3.011	2.741
Bicycle LOS	B	B	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 5: Acacia Ave/SR-74

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	Acacia Ave		SR-74		SR-74	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	100.00
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]	40.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Acacia Ave		SR-74		SR-74	
Base Volume Input [veh/h]	0	0	686	220	0	717
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	2.00	0.00
Growth Factor	1.0400	1.0200	1.0200	1.0200	1.0400	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	643	56	0	702
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	4	1343	280	0	1433
Peak Hour Factor	1.0000	0.2500	0.9490	0.9490	1.0000	0.8790
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	354	74	0	408
Total Analysis Volume [veh/h]	0	16	1415	295	0	1630
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	14.83	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.27	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.83		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Project Dwy 1/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Project Dwy1		Acacia Ave		Acacia Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy1		Acacia Ave		Acacia Ave	
Base Volume Input [veh/h]	0	0	220	0	0	3
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	47	9	47	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]	0	16	271	9	47	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	71	2	12	2
Total Analysis Volume [veh/h]	0	17	285	9	49	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	11.17	9.85	0.00	0.00	7.90	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	1.72	1.72	0.00	0.00	2.61	2.61
d_A, Approach Delay [s/veh]	9.85		0.00		6.91	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.51					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Cawston Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	26.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
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	0	1	0	1	1	0	0
Entry Pocket Length [ft]	65.00	100.00	100.00	120.00	100.00	100.00	440.00	100.00	340.00	435.00	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			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
Base Volume Input [veh/h]	138	56	11	54	85	143	114	559	15	9	446	41
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	1	10	0	6	7	640	0	19	693	9
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	3	0	0	38	0	0	4	0	0	13
Total Hourly Volume [veh/h]	144	57	9	65	87	114	123	1210	11	28	1148	38
Peak Hour Factor	0.8230	0.8230	0.8230	0.7470	0.7470	0.7470	0.8430	0.8430	0.8430	0.8660	0.8660	0.8660
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]	44	17	3	22	29	38	36	359	3	8	331	11
Total Analysis Volume [veh/h]	175	69	11	87	116	153	146	1435	13	32	1326	44
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 m	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]	75
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	18	25	0	13	20	0	11	26	0	5	20	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	7	0	0	7	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	13	29	0	18	34	0	12	19	0	9	16	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

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	R	L	C	C
C, Calculated Cycle Length [s]	75	75	75	75	75	75	75	75	75	75	75	75
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]	9	14	14	5	10	10	8	38	38	2	33	33
g / C, Green / Cycle	0.12	0.19	0.19	0.06	0.13	0.13	0.10	0.50	0.50	0.03	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.10	0.02	0.02	0.05	0.06	0.09	0.08	0.40	0.01	0.02	0.36	0.36
s, saturation flow rate [veh/h]	1810	1900	1811	1810	1900	1615	1810	3618	1615	1810	1900	1879
c, Capacity [veh/h]	213	360	343	115	256	218	182	1813	809	59	823	814
d1, Uniform Delay [s]	32.30	25.18	25.20	34.54	29.89	31.00	33.00	15.47	9.41	35.72	18.89	18.91
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
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
d2, Incremental Delay [s]	7.59	0.14	0.15	9.65	1.25	4.08	7.94	3.63	0.04	7.47	9.84	10.05
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	0.82	0.11	0.12	0.76	0.45	0.70	0.80	0.79	0.02	0.54	0.84	0.84
d, Delay for Lane Group [s/veh]	39.89	25.32	25.34	44.19	31.14	35.08	40.94	19.10	9.45	43.18	28.73	28.96
Lane Group LOS	D	C	C	D	C	D	D	B	A	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.45	0.59	0.58	1.83	1.96	2.81	2.77	8.74	0.09	0.66	10.87	10.83
50th-Percentile Queue Length [ft/ln]	86.28	14.82	14.53	45.71	49.04	70.23	69.37	218.39	2.36	16.39	271.87	270.72
95th-Percentile Queue Length [veh/ln]	6.21	1.07	1.05	3.29	3.53	5.06	4.99	13.58	0.17	1.18	16.28	16.23
95th-Percentile Queue Length [ft/ln]	155.30	26.68	26.15	82.28	88.28	126.42	124.87	339.57	4.25	29.51	407.07	405.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.89	25.33	25.34	44.19	31.14	35.08	40.94	19.10	9.45	43.18	28.84	28.96
Movement LOS	D	C	C	D	C	D	D	B	A	D	C	C
d_A, Approach Delay [s/veh]	35.32			36.02			21.02			29.18		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	26.68											
Intersection LOS	C											
Intersection V/C	0.635											

Emissions

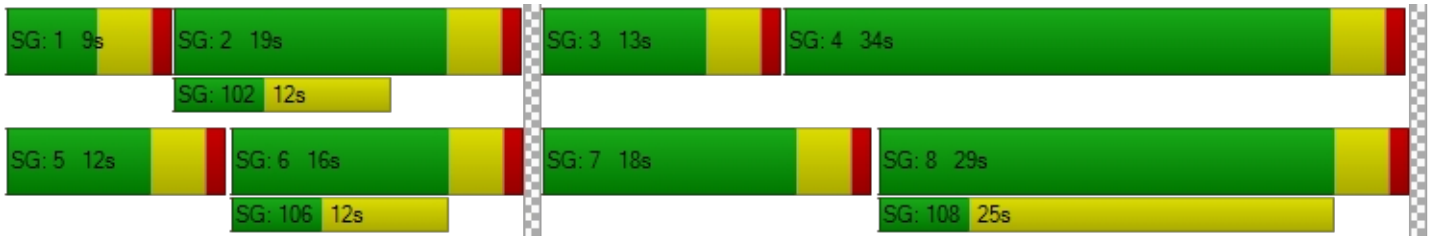
Vehicle Miles Traveled [mph]	16.19	3.74	3.66	8.26	11.02	14.53	24.92	244.91	2.22	4.27	91.74	90.91
Stops [stops/h]	165.65	28.46	27.89	87.76	94.16	134.85	133.20	838.63	4.53	31.48	521.99	519.78
Fuel consumption [US gal/h]	3.00	0.52	0.51	1.61	1.71	2.44	4.10	26.65	0.17	0.91	15.11	15.04
CO [g/h]	209.86	36.33	35.57	112.36	119.44	170.24	286.26	1863.12	11.80	63.42	1056.10	1051.46
NOx [g/h]	40.83	7.07	6.92	21.86	23.24	33.12	55.70	362.50	2.30	12.34	205.48	204.58
VOC [g/h]	48.64	8.42	8.24	26.04	27.68	39.45	66.34	431.80	2.73	14.70	244.76	243.69

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	29.04	0.00	29.04
l_p,int, Pedestrian LOS Score for Intersectio	2.231	2.476	0.000	3.270
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	800	400	320
d_b, Bicycle Delay [s]	16.67	13.50	24.00	26.46
l_b,int, Bicycle LOS Score for Intersection	1.772	2.210	2.878	2.727
Bicycle LOS	A	B	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 8: Cawston Ave/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.186

Intersection Setup

Name	Cawston Ave		Acacia Ave		W Acacia Ave	
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	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	150.00
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		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave		Acacia Ave		W Acacia Ave	
Base Volume Input [veh/h]	107	0	2	185	3	220
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	4	32	65	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]	109	19	6	221	68	224
Peak Hour Factor	0.7990	0.7990	0.7640	0.7640	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	6	2	72	19	62
Total Analysis Volume [veh/h]	136	24	8	289	75	247
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.03	8.57	7.89	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.68	0.07	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.95	1.78	0.33	0.17	0.00	0.00
d_A, Approach Delay [s/veh]	10.66		0.21		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.27					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 9: Cawston Ave (To Be Constructed)/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Acacia Ave		Acacia Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	50.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Acacia Ave		Acacia Ave	
Base Volume Input [veh/h]	0	0	220	0	0	3
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	20	16	47	37	47
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	20	240	47	37	50
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	5	63	12	10	13
Total Analysis Volume [veh/h]	4	21	253	49	39	53
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	11.35	9.26	0.00	0.00	7.88	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.07	0.03
95th-Percentile Queue Length [ft/ln]	2.39	2.39	0.00	0.00	1.66	0.83
d_A, Approach Delay [s/veh]	9.59		0.00		3.34	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.31					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Cawston Ave (To Be Constructed)/Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	22	58	26	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	22	58	26	2	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	15	7	1	0
Total Analysis Volume [veh/h]	0	23	61	27	2	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.37	0.00	0.00	0.00	8.98	8.64
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.17	0.17
d_A, Approach Delay [s/veh]	0.00		0.00		8.98	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 11: Cawston Ave (To Be Constructed)/Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	9	49	19	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	3	9	49	19	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	2	13	5	0
Total Analysis Volume [veh/h]	0	3	9	52	20	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	7.31	0.00	0.00	0.00	8.75	8.53
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.56	1.56
d_A, Approach Delay [s/veh]	0.00		0.00		8.75	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.08					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Cawston Ave (To Be Constructed)/Project Dwy 4

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	9	3	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	9	3	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	1	0
Total Analysis Volume [veh/h]	0	0	0	9	3	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	0.00	8.53	8.33
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.22	0.22
d_A, Approach Delay [s/veh]	3.61		0.00		8.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Sanderson Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	94.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.964

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			SR-74			SR-74		
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	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	230.00	100.00	110.00	175.00	100.00	200.00	420.00	100.00	615.00	420.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			SR-74			SR-74		
Base Volume Input [veh/h]	119	658	128	137	663	77	122	397	40	132	303	62
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	234	265	203	107	236	311	223	224	222	157	198	49
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	84	0	0	98	0	0	66	0	0	28
Total Hourly Volume [veh/h]	355	936	250	247	912	292	347	629	197	292	507	84
Peak Hour Factor	0.9420	0.9420	0.9420	0.9380	0.9380	0.9380	0.8870	0.8870	0.8870	0.8740	0.8740	0.8740
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]	94	248	66	66	243	78	98	177	56	84	145	24
Total Analysis Volume [veh/h]	377	994	265	263	972	311	391	709	222	334	580	96
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 m	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]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	22	25	0	32	35	0	22	28	0	19	25	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	23	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	26	42	0	23	39	0	26	32	0	23	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
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]	22	38	38	19	35	35	22	28	28	19	25	25
g / C, Green / Cycle	0.18	0.32	0.32	0.16	0.29	0.29	0.18	0.23	0.23	0.16	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.21	0.27	0.16	0.15	0.35	0.36	0.22	0.20	0.14	0.18	0.18	0.18
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1746	1810	3618	1615	1810	1900	1807
c, Capacity [veh/h]	332	1146	511	287	554	509	332	844	377	287	396	376
d1, Uniform Delay [s]	49.00	38.63	33.52	49.73	42.50	42.50	49.00	43.86	40.89	50.50	45.99	45.99
k, delay calibration	0.50	0.11	0.11	0.12	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
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
d2, Incremental Delay [s]	91.66	2.15	0.81	12.43	102.45	117.50	107.22	9.84	6.61	105.76	22.72	23.62
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	1.14	0.87	0.52	0.92	1.19	1.22	1.18	0.84	0.59	1.17	0.88	0.88
d, Delay for Lane Group [s/veh]	140.66	40.78	34.33	62.16	144.95	160.00	156.22	53.71	47.50	156.26	68.71	69.61
Lane Group LOS	F	D	C	E	F	F	F	D	D	F	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	18.33	13.97	6.42	8.74	31.99	31.53	19.67	11.05	6.47	16.91	12.36	11.85
50th-Percentile Queue Length [ft/ln]	458.32	349.37	160.56	218.38	799.65	788.21	491.87	276.26	161.72	422.70	309.03	296.31
95th-Percentile Queue Length [veh/ln]	27.04	20.11	10.58	13.58	45.81	45.86	29.23	16.50	10.64	25.41	18.13	17.50
95th-Percentile Queue Length [ft/ln]	676.12	502.64	264.46	339.56	1145.24	1146.60	730.76	412.55	266.01	635.16	453.18	437.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	140.66	40.78	34.33	62.16	149.79	160.00	156.22	53.71	47.50	156.26	69.07	69.61
Movement LOS	F	D	C	E	F	F	F	D	D	F	E	E
d_A, Approach Delay [s/veh]	62.75			136.94			82.98			97.95		
Approach LOS	E			F			F			F		
d_I, Intersection Delay [s/veh]	94.85											
Intersection LOS	F											
Intersection V/C	0.964											

Emissions

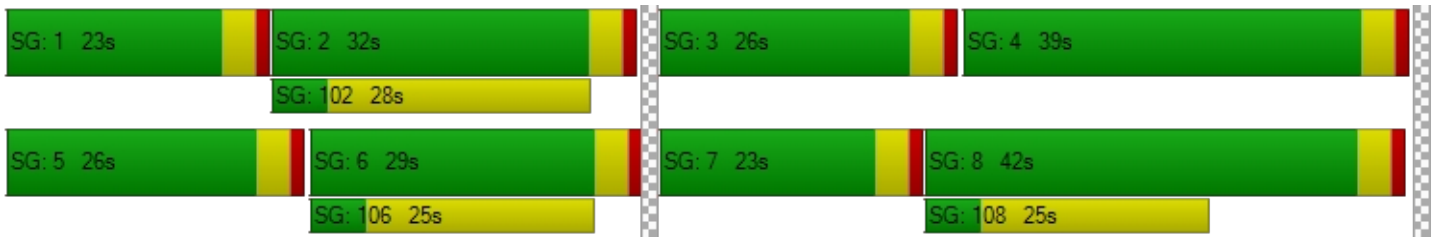
Vehicle Miles Traveled [mph]	60.84	160.41	42.76	64.24	161.08	152.32	152.70	276.89	86.70	93.51	97.00	92.26
Stops [stops/h]	549.99	838.49	192.67	262.06	959.59	945.85	590.24	663.02	194.07	507.24	370.83	355.57
Fuel consumption [US gal/h]	16.33	19.48	4.68	7.42	31.38	31.80	22.69	23.29	6.91	18.00	11.33	10.86
CO [g/h]	1141.63	1361.96	326.87	518.60	2193.47	2222.55	1585.82	1627.89	483.00	1258.04	791.94	759.02
NOx [g/h]	222.12	264.99	63.60	100.90	426.77	432.43	308.54	316.73	93.97	244.77	154.08	147.68
VOC [g/h]	264.58	315.65	75.75	120.19	508.36	515.10	367.53	377.28	111.94	291.56	183.54	175.91

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	0.00	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.190	3.069	0.000	2.892
Crosswalk LOS	C	C	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	583	467	417
d_b, Bicycle Delay [s]	28.02	30.10	35.27	37.60
l_b,int, Bicycle LOS Score for Intersection	2.979	2.916	2.705	2.416
Bicycle LOS	C	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 14: Sanderson Ave/Acacia Ave

Control Type:	Signalized	Delay (sec / veh):	32.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			W Acacia Ave			W Acacia Ave		
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	0	1	0	0	1	0	0
Entry Pocket Length [ft]	135.00	100.00	100.00	195.00	100.00	100.00	66.00	100.00	100.00	100.00	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			40.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			W Acacia Ave			W Acacia Ave		
Base Volume Input [veh/h]	73	880	93	82	706	1	10	176	117	163	137	110
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	37	669	1	0	585	9	16	5	11	1	19	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	24	0	0	3	0	0	33	0	0	28
Total Hourly Volume [veh/h]	111	1567	72	84	1305	7	26	185	97	167	159	84
Peak Hour Factor	0.9690	0.9690	0.9690	0.9050	0.9050	0.9050	0.9240	0.9240	0.9240	0.8720	0.8720	0.8720
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]	29	404	19	23	360	2	7	50	26	48	46	24
Total Analysis Volume [veh/h]	115	1617	74	93	1442	8	28	200	105	192	182	96
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 m	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]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	11	32	0	10	31	0	14	23	0	19	28	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	14	0	0	17	0	0	23	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	12	19	0	18	25	0	31	47	0	16	32	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

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	R	L	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
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
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
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
g_i, Effective Green Time [s]	8	52	52	7	51	51	3	13	13	12	22
g / C, Green / Cycle	0.08	0.52	0.52	0.07	0.51	0.51	0.03	0.13	0.13	0.12	0.22
(v / s)_i Volume / Saturation Flow Rate	0.06	0.45	0.45	0.05	0.40	0.00	0.02	0.11	0.07	0.11	0.16
s, saturation flow rate [veh/h]	1810	1900	1871	1810	3618	1615	1810	1900	1615	1810	1791
c, Capacity [veh/h]	143	994	979	120	1847	825	52	248	210	217	396
d1, Uniform Delay [s]	45.28	20.50	20.69	45.94	19.91	12.03	47.89	42.27	40.45	43.32	35.89
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
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
d2, Incremental Delay [s]	9.97	9.17	9.89	10.08	3.35	0.02	8.22	6.17	1.83	11.61	2.27
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
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
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

Lane Group Results

X, volume / capacity	0.80	0.85	0.86	0.77	0.78	0.01	0.53	0.81	0.50	0.88	0.70
d, Delay for Lane Group [s/veh]	55.25	29.67	30.58	56.02	23.27	12.06	56.11	48.44	42.28	54.93	38.15
Lane Group LOS	E	C	C	E	C	B	E	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.18	18.34	18.57	2.60	13.68	0.09	0.79	5.08	2.45	5.28	6.34
50th-Percentile Queue Length [ft/ln]	79.59	458.40	464.30	64.92	342.05	2.27	19.81	127.05	61.17	132.07	158.50
95th-Percentile Queue Length [veh/ln]	5.73	25.36	25.64	4.67	19.75	0.16	1.43	8.78	4.40	9.05	10.47
95th-Percentile Queue Length [ft/ln]	143.26	633.96	640.99	116.85	493.70	4.09	35.66	219.48	110.11	226.30	261.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.25	30.10	30.58	56.02	23.27	12.06	56.11	48.44	42.28	54.93	38.15	38.15
Movement LOS	E	C	C	E	C	B	E	D	D	D	D	D
d_A, Approach Delay [s/veh]	31.72			25.18			47.14			45.00		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	32.03											
Intersection LOS	C											
Intersection V/C	0.714											

Emissions

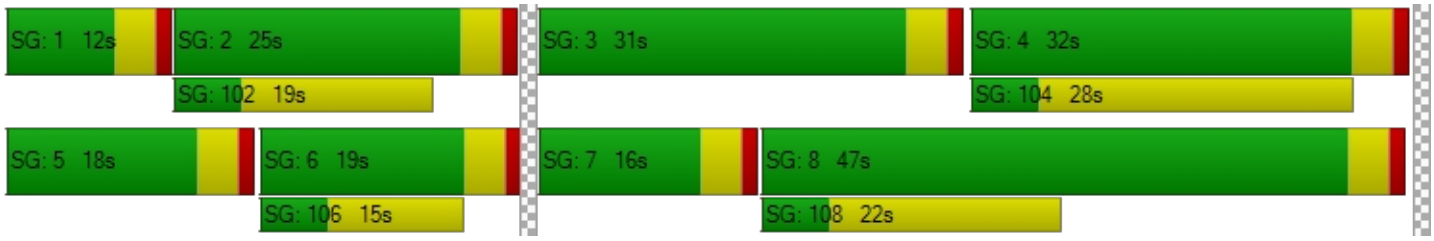
Vehicle Miles Traveled [mph]	64.65	476.31	474.35	7.62	118.10	0.66	13.31	95.09	49.92	98.57	142.72
Stops [stops/h]	114.61	660.09	668.60	93.48	985.09	3.27	28.53	182.95	88.08	190.18	228.24
Fuel consumption [US gal/h]	4.59	28.37	28.47	1.89	17.13	0.06	1.08	7.17	3.56	7.33	9.31
CO [g/h]	320.66	1983.11	1990.17	132.12	1197.53	4.52	75.27	501.53	248.63	512.61	651.11
NOx [g/h]	62.39	385.84	387.21	25.71	233.00	0.88	14.65	97.58	48.37	99.73	126.68
VOC [g/h]	74.32	459.60	461.24	30.62	277.54	1.05	17.44	116.23	57.62	118.80	150.90

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.043	3.002	2.404	2.324
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	420	860	560
d_b, Bicycle Delay [s]	36.13	31.21	16.25	25.92
l_b,int, Bicycle LOS Score for Intersection	3.069	2.835	2.164	2.381
Bicycle LOS	C	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 15: Sanderson Ave/Stetson Ave

Control Type:	Signalized	Delay (sec / veh):	72.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.872

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			Stetson Ave			Stetson Ave		
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	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	180.00	210.00	100.00	100.00	205.00	100.00	100.00	100.00	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]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	39	661	642	85	702	105	90	418	15	444	681	125
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	428	4	38	350	67	134	37	0	11	15	92
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	165	0	0	44	0	0	4	0	0	55
Total Hourly Volume [veh/h]	40	1102	494	125	1066	130	226	463	11	464	710	165
Peak Hour Factor	0.8840	0.8840	0.8840	0.9270	0.9270	0.9270	0.7850	0.7850	0.7850	0.8790	0.8790	0.8790
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]	11	312	140	34	287	35	72	147	4	132	202	47
Total Analysis Volume [veh/h]	45	1247	559	135	1150	140	288	590	14	528	808	188
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 m	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]	105
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	38	0	9	37	0	18	17	0	30	29	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	10	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	11	39	0	12	40	0	21	21	0	33	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
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]	4	35	35	8	39	39	17	17	17	29	29	29
g / C, Green / Cycle	0.04	0.33	0.33	0.08	0.37	0.37	0.16	0.16	0.16	0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.02	0.34	0.35	0.07	0.34	0.35	0.16	0.16	0.16	0.29	0.27	0.27
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1829	1810	1900	1885	1810	1900	1779
c, Capacity [veh/h]	65	1206	538	138	710	683	293	308	305	500	525	491
d1, Uniform Delay [s]	50.05	35.00	35.00	48.42	31.42	31.55	43.86	43.88	43.88	38.00	37.58	37.87
k, delay calibration	0.11	0.50	0.50	0.27	0.50	0.50	0.37	0.41	0.41	0.47	0.43	0.44
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
d2, Incremental Delay [s]	12.52	35.13	49.10	51.70	19.32	20.92	41.26	42.89	43.09	54.65	29.77	36.00
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	0.69	1.03	1.04	0.98	0.92	0.93	0.98	0.99	0.99	1.06	0.97	0.99
d, Delay for Lane Group [s/veh]	62.57	70.13	84.10	100.11	50.74	52.47	85.11	86.77	86.97	92.65	67.34	73.87
Lane Group LOS	E	F	F	F	D	D	F	F	F	F	E	E
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.36	20.24	20.16	5.39	18.48	18.27	10.51	11.20	11.12	20.17	17.02	17.13
50th-Percentile Queue Length [ft/ln]	33.98	506.10	504.11	134.76	462.04	456.74	262.73	279.96	278.12	504.32	425.51	428.18
95th-Percentile Queue Length [veh/ln]	2.45	28.25	28.23	9.20	25.53	25.28	15.83	16.69	16.59	28.49	23.79	23.91
95th-Percentile Queue Length [ft/ln]	61.16	706.27	705.74	229.95	638.30	631.99	395.64	417.16	414.87	712.27	594.66	597.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	62.57	70.13	84.10	100.11	51.49	52.47	85.11	86.87	86.97	92.65	69.76	73.87
Movement LOS	E	F	F	F	D	D	F	F	F	F	E	E
d_A, Approach Delay [s/veh]	74.16			56.19			86.30			78.20		
Approach LOS	E			E			F			E		
d_I, Intersection Delay [s/veh]	72.65											
Intersection LOS	E											
Intersection V/C	0.872											

Emissions

Vehicle Miles Traveled [mph]	12.48	345.84	155.03	59.66	289.30	280.74	30.63	32.25	31.98	800.91	772.49	738.31
Stops [stops/h]	46.60	1388.17	691.36	184.82	633.65	626.39	360.31	383.95	381.43	691.63	583.56	587.21
Fuel consumption [US gal/h]	1.58	46.91	23.48	7.09	24.55	24.20	10.52	11.23	11.16	46.75	42.00	40.95
CO [g/h]	110.45	3278.85	1640.94	495.78	1716.38	1691.24	735.17	785.16	780.19	3267.52	2936.03	2862.67
NOx [g/h]	21.49	637.95	319.27	96.46	333.94	329.05	143.04	152.76	151.80	635.74	571.24	556.97
VOC [g/h]	25.60	759.91	380.30	114.90	397.79	391.96	170.38	181.97	180.82	757.28	680.45	663.45

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.89	0.00	43.89	43.89
l_p,int, Pedestrian LOS Score for Intersectio	3.601	0.000	2.880	2.978
Crosswalk LOS	D	F	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	686	324	552
d_b, Bicycle Delay [s]	23.33	22.67	36.88	27.50
l_b,int, Bicycle LOS Score for Intersection	3.223	2.772	2.299	2.862
Bicycle LOS	C	C	B	C

Sequence

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



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Hemet Industrial

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

Scenario 6 Cumulative PM
3/4/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	WB Left	1.444	243.8	F
2	Four Seasons Blvd/SR-74	Signalized	HCM 7th Edition	EB Left	0.784	7.0	A
3	California Ave/SR-74	Signalized	HCM 7th Edition	EB Left	1.034	107.0	F
4	Warren Rd/SR-74	Signalized	HCM 7th Edition	NB Left	0.976	89.6	F
5	Acacia Ave/SR-74	Two-way stop	HCM 7th Edition	NB Right	0.118	20.0	C
6	Project Dwy 1/Acacia Ave	Two-way stop	HCM 7th Edition	NB Right	0.100	10.4	B
7	Cawston Ave/SR-74	Signalized	HCM 7th Edition	SB Left	0.840	50.3	D
8	Cawston Ave/Acacia Ave	Two-way stop	HCM 7th Edition	SB Left	0.304	13.4	B
9	Cawston Ave (To Be Constructed)/Acacia Ave	Two-way stop	HCM 7th Edition	NB Left	0.035	12.3	B
10	Cawston Ave (To Be Constructed)/Project Dwy 2	Two-way stop	HCM 7th Edition	EB Left	0.015	9.1	A
11	Cawston Ave (To Be Constructed)/Project Dwy 3	Two-way stop	HCM 7th Edition	EB Left	0.075	8.9	A
12	Cawston Ave (To Be Constructed)/Project Dwy 4	Two-way stop	HCM 7th Edition	EB Left	0.013	8.6	A
13	Sanderson Ave/SR-74	Signalized	HCM 7th Edition	NB Left	1.308	191.7	F
14	Sanderson Ave/Acacia Ave	Signalized	HCM 7th Edition	EB Left	0.799	46.5	D
15	Sanderson Ave/Stetson Ave	Signalized	HCM 7th Edition	WB Right	0.917	91.7	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: SR-79/SR-74

Control Type:	Signalized	Delay (sec / veh):	243.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.444

Intersection Setup

Name	SR-79			SR-79			SR-74			SR-74		
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	0	1	0	1	1	0	0
Entry Pocket Length [ft]	295.00	100.00	100.00	60.00	100.00	100.00	360.00	100.00	315.00	475.00	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]	45.00			45.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	SR-79			SR-79			SR-74			SR-74		
Base Volume Input [veh/h]	152	15	540	17	13	7	16	992	110	467	903	32
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	21	0	351	9	0	0	0	713	37	285	584	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	226	0	0	2	0	0	37	0	0	8
Total Hourly Volume [veh/h]	176	15	676	26	13	5	16	1725	112	761	1505	25
Peak Hour Factor	0.8710	0.8710	0.8710	0.6170	0.6170	0.6170	0.9840	0.9840	0.9840	0.9420	0.9420	0.9420
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]	51	4	194	11	5	2	4	438	28	202	399	7
Total Analysis Volume [veh/h]	202	17	776	42	21	8	16	1753	114	808	1598	27
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 m	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]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	10	33	0	5	28	0	5	35	0	31	61	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	14	0	0	10	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	14	37	0	9	32	0	9	39	0	35	65	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
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
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
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
g_i, Effective Green Time [s]	10	34	4	28	2	35	35	31	64	64
g / C, Green / Cycle	0.08	0.28	0.03	0.23	0.02	0.29	0.29	0.26	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.11	0.49	0.02	0.02	0.01	0.48	0.07	0.45	0.43	0.43
s, saturation flow rate [veh/h]	1810	1620	1810	1812	1810	3618	1615	1810	1900	1889
c, Capacity [veh/h]	151	459	57	420	33	1061	474	467	1014	1008
d1, Uniform Delay [s]	55.00	43.00	57.59	35.99	58.38	42.40	32.24	44.50	22.80	22.90
k, delay calibration	0.50	0.50	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	190.57	336.37	16.30	0.07	11.02	297.77	1.20	336.72	6.67	6.88
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	1.34	1.73	0.73	0.07	0.49	1.65	0.24	1.73	0.80	0.81
d, Delay for Lane Group [s/veh]	245.57	379.37	73.89	36.06	69.40	340.18	33.44	381.22	29.47	29.78
Lane Group LOS	F	F	E	D	E	F	C	F	C	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	12.42	55.90	1.49	0.66	0.57	58.73	2.58	56.91	18.57	18.70
50th-Percentile Queue Length [ft/ln]	310.56	1397.42	37.36	16.43	14.18	1468.24	64.62	1422.85	464.35	467.41
95th-Percentile Queue Length [veh/ln]	20.02	87.27	2.69	1.18	1.02	90.57	4.65	88.16	25.64	25.79
95th-Percentile Queue Length [ft/ln]	500.62	2181.75	67.26	29.57	25.52	2264.34	116.32	2203.92	641.05	644.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	245.57	379.37	379.37	73.89	36.06	36.06	69.40	340.18	33.44	381.22	29.62	29.78
Movement LOS	F	F	F	E	D	D	E	F	C	F	C	C
d_A, Approach Delay [s/veh]	352.21			58.44			319.31			146.39		
Approach LOS	F			E			F			F		
d_I, Intersection Delay [s/veh]	243.78											
Intersection LOS	F											
Intersection V/C	1.444											

Emissions

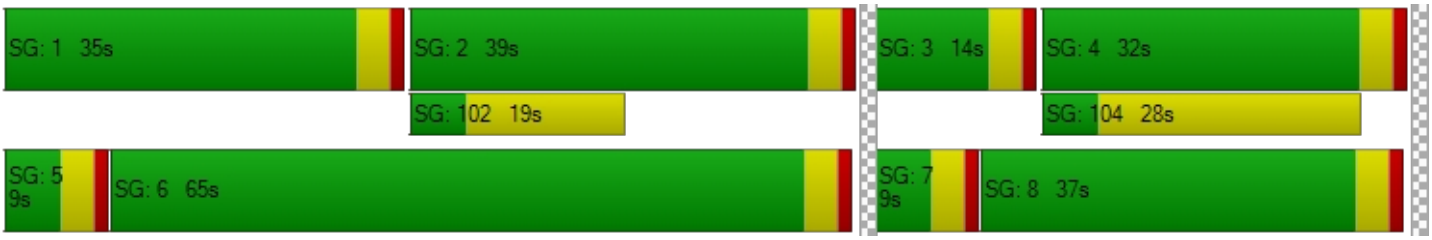
Vehicle Miles Traveled [mph]	22.85	89.70	1.84	1.27	1.65	180.36	11.73	823.55	828.14	828.14
Stops [stops/h]	372.67	1676.91	44.84	19.71	17.01	3523.77	77.55	1707.42	557.22	560.90
Fuel consumption [US gal/h]	15.51	85.13	1.25	0.50	0.54	181.46	2.36	116.46	41.16	41.27
CO [g/h]	1084.11	5950.69	87.51	35.05	37.90	12683.9	164.89	8140.35	2876.96	2884.55
NOx [g/h]	210.93	1157.79	17.03	6.82	7.37	2467.83	32.08	1583.82	559.75	561.23
VOC [g/h]	251.25	1379.13	20.28	8.12	8.78	2939.62	38.22	1886.60	666.76	668.52

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	0.00	51.34	0.00
l_p,int, Pedestrian LOS Score for Intersectio	3.273	0.000	3.531	0.000
Crosswalk LOS	C	F	D	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	467	583	1017
d_b, Bicycle Delay [s]	31.54	35.27	30.10	14.50
l_b,int, Bicycle LOS Score for Intersection	3.574	1.680	3.144	3.573
Bicycle LOS	D	A	C	D

Sequence

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



Intersection Level Of Service Report
Intersection 2: Four Seasons Blvd/SR-74

Control Type:	Signalized	Delay (sec / veh):	7.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

Intersection Setup

Name	Four Seasons Blvd		SR-74		SR-74	
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	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	400.00	100.00	100.00	370.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	300.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Four Seasons Blvd		SR-74		SR-74	
Base Volume Input [veh/h]	16	48	60	1474	1342	36
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
Proportion of CAVs [%]	0.00					
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1074	869	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
Right Turn on Red Volume [veh/h]	0	12	0	0	0	9
Total Hourly Volume [veh/h]	16	37	61	2577	2238	28
Peak Hour Factor	0.7160	0.7160	0.9470	0.9470	0.9050	0.9050
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	13	16	680	618	8
Total Analysis Volume [veh/h]	22	52	64	2721	2473	31
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Maximum Green [s]	21	0	53	91	34	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Detector Location [ft]	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
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	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

Phasing & Timing: Pattern 1

Split [s]	25	0	57	95	38	0
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	10	10	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	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
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	5	6	107	97	97
g / C, Green / Cycle	0.05	0.05	0.05	0.89	0.81	0.81
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.04	0.75	0.48	0.02
s, saturation flow rate [veh/h]	1810	1615	1810	3618	5176	1615
c, Capacity [veh/h]	82	74	86	3212	4176	1303
d1, Uniform Delay [s]	55.33	56.48	56.41	3.05	4.29	2.28
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.71	11.71	11.80	2.98	0.62	0.03
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.71	0.74	0.85	0.59	0.02
d, Delay for Lane Group [s/veh]	57.04	68.19	68.22	6.03	4.91	2.32
Lane Group LOS	E	E	E	A	A	A
Critical Lane Group	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.68	1.79	2.14	1.33	4.38	0.09
50th-Percentile Queue Length [ft/ln]	17.09	44.85	53.46	33.22	109.41	2.37
95th-Percentile Queue Length [veh/ln]	1.23	3.23	3.85	2.39	7.81	0.17
95th-Percentile Queue Length [ft/ln]	30.76	80.73	96.24	59.80	195.18	4.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.04	68.19	68.22	6.03	4.91	2.32
Movement LOS	E	E	E	A	A	A
d_A, Approach Delay [s/veh]	64.87		7.46		4.88	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	7.05					
Intersection LOS	A					
Intersection V/C	0.784					

Emissions

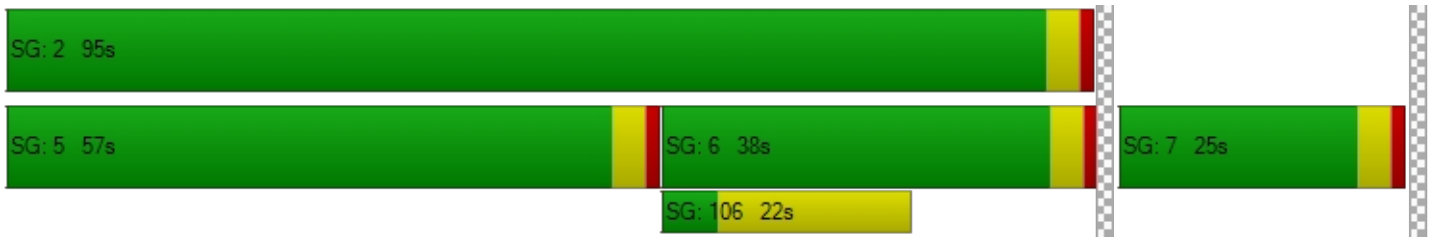
Vehicle Miles Traveled [mph]	1.74	4.11	65.23	2773.36	1428.31	17.90
Stops [stops/h]	20.51	53.82	64.16	79.73	393.86	2.85
Fuel consumption [US gal/h]	0.44	1.19	4.06	97.44	56.35	0.66
CO [g/h]	30.78	83.05	283.63	6810.72	3938.82	45.99
NOx [g/h]	5.99	16.16	55.18	1325.12	766.35	8.95
VOC [g/h]	7.13	19.25	65.73	1578.45	912.86	10.66

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.210	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	350	1517	567
d_b, Bicycle Delay [s]	40.84	3.50	30.82
l_b,int, Bicycle LOS Score for Intersection	1.560	3.857	2.942
Bicycle LOS	A	D	C

Sequence

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



Intersection Level Of Service Report
Intersection 3: California Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	107.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.034

Intersection Setup

Name	California Ave			California Ave			SR-74			SR-74		
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	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	510.00	100.00	100.00	510.00	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			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	California Ave			California Ave			SR-74			SR-74		
Base Volume Input [veh/h]	4	4	7	40	0	422	387	1096	4	9	957	42
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0400	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
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	1074	0	0	869	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	2	0	0	108	0	0	1	0	0	11
Total Hourly Volume [veh/h]	4	4	5	41	0	322	395	2192	3	9	1845	32
Peak Hour Factor	0.9060	0.9060	0.9060	0.8990	1.0000	0.8990	0.9410	0.9410	0.9410	0.8680	0.8680	0.8680
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]	1	1	1	11	0	90	105	582	1	3	531	9
Total Analysis Volume [veh/h]	4	4	6	46	0	358	420	2329	3	10	2126	37
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 m	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]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	7	0	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	23	0	0	23	50	0	6	33	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	5	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	10	0	0	0	7	0	0	7	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	2.0	0.0	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	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	0	29	0	27	0	0	27	54	0	10	37	0
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	5	0	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120
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
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
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	23	23	23	76	76	1	54	54
g / C, Green / Cycle	0.03	0.19	0.19	0.19	0.63	0.63	0.01	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.22	0.23	0.61	0.61	0.01	0.57	0.57
s, saturation flow rate [veh/h]	1743	1810	1615	1810	1900	1899	1810	1900	1889
c, Capacity [veh/h]	55	347	310	347	1199	1199	22	858	853
d1, Uniform Delay [s]	56.70	40.23	48.50	48.50	21.12	21.13	58.90	32.91	32.91
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.36	0.17	100.55	118.76	20.11	20.20	14.56	126.64	129.93
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.25	0.13	1.16	1.21	0.97	0.97	0.46	1.26	1.27
d, Delay for Lane Group [s/veh]	59.06	40.40	149.05	167.26	41.23	41.33	73.46	159.54	162.84
Lane Group LOS	E	D	F	F	D	D	E	F	F
Critical Lane Group	Yes	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.45	1.12	17.60	21.37	32.31	32.35	0.39	54.25	54.70
50th-Percentile Queue Length [ft/ln]	11.28	28.00	439.96	534.37	807.68	808.79	9.74	1356.24	1367.62
95th-Percentile Queue Length [veh/ln]	0.81	2.02	26.33	31.84	41.63	41.68	0.70	77.78	78.64
95th-Percentile Queue Length [ft/ln]	20.31	50.40	658.28	795.98	1040.72	1042.00	17.54	1944.54	1965.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.06	59.06	59.06	40.40	0.00	149.05	167.26	41.28	41.33	73.46	161.16	162.84
Movement LOS	E	E	E	D		F	F	D	D	E	F	F
d_A, Approach Delay [s/veh]	59.06			136.68			60.50			160.79		
Approach LOS	E			F			E			F		
d_I, Intersection Delay [s/veh]	107.04											
Intersection LOS	F											
Intersection V/C	1.034											

Emissions

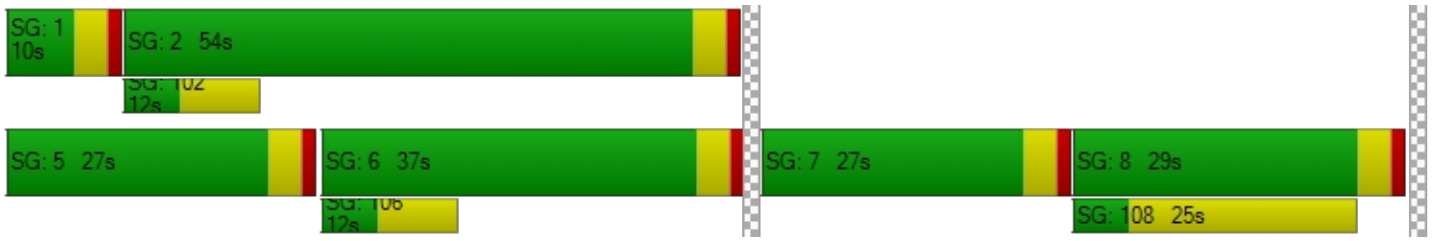
Vehicle Miles Traveled [mph]	4.67	13.28	103.33	242.58	673.44	673.44	9.98	1079.68	1079.68
Stops [stops/h]	13.54	33.60	527.95	641.24	969.22	970.55	11.69	1627.48	1641.15
Fuel consumption [US gal/h]	0.44	1.25	20.96	32.26	47.21	47.26	0.63	88.54	89.35
CO [g/h]	30.41	87.44	1465.29	2254.95	3300.09	3303.22	43.69	6189.23	6245.22
NOx [g/h]	5.92	17.01	285.09	438.73	642.08	642.69	8.50	1204.20	1215.09
VOC [g/h]	7.05	20.27	339.59	522.61	764.83	765.55	10.13	1434.41	1447.39

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0	
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00	
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00	
d_p, Pedestrian Delay [s]	51.34	51.34	0.00	51.34	
l_p,int, Pedestrian LOS Score for Intersectio	1.748	2.660	0.000	3.221	
Crosswalk LOS	A	B	F	C	
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000	
c_b, Capacity of the bicycle lane [bicycles/h]	417	383	833	550	
d_b, Bicycle Delay [s]	37.60	39.20	20.42	31.54	
l_b,int, Bicycle LOS Score for Intersection	1.586	1.560	3.831	3.361	
Bicycle LOS	A	A	D	C	

Sequence

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



Intersection Level Of Service Report
Intersection 4: Warren Rd/SR-74

Control Type:	Signalized	Delay (sec / veh):	89.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.976

Intersection Setup

Name	Warren Rd				Southbound		SR-74			SR-74		
Approach	Northbound						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	1	1	0	2	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd						SR-74			SR-74		
Base Volume Input [veh/h]	230	266	300	26	199	114	170	806	155	172	697	13
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	176	85	0	3	64	51	110	708	255	0	642	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	77	0	0	42	0	0	103	0	0	3
Total Hourly Volume [veh/h]	411	356	229	30	267	125	283	1530	310	175	1353	10
Peak Hour Factor	0.9640	0.9640	0.9640	0.9620	0.9620	0.9620	0.9190	0.9190	0.9190	0.9480	0.9480	0.9480
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]	107	92	59	8	69	32	77	416	84	46	357	3
Total Analysis Volume [veh/h]	426	369	238	31	278	130	308	1665	337	185	1427	11
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 m	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]	105
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	18	38	0	5	25	0	14	37	0	9	32	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	27	0	0	27	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	22	42	0	9	29	0	18	41	0	13	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
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]	18	26	26	3	11	11	14	51	51	9	46	46
g / C, Green / Cycle	0.17	0.25	0.25	0.03	0.11	0.11	0.13	0.48	0.48	0.09	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.24	0.10	0.15	0.02	0.08	0.08	0.17	0.53	0.56	0.10	0.38	0.38
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	1900	1793	1810	1900	1895
c, Capacity [veh/h]	310	901	402	52	385	172	241	920	868	155	829	827
d1, Uniform Delay [s]	43.50	32.96	34.72	50.40	45.42	45.60	45.50	27.08	27.08	48.00	26.83	26.85
k, delay calibration	0.50	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.48	0.50	0.50
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
d2, Incremental Delay [s]	187.14	0.30	1.39	10.55	2.58	6.65	152.55	56.61	81.91	132.11	11.86	11.96
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	1.37	0.41	0.59	0.60	0.72	0.76	1.28	1.09	1.15	1.19	0.87	0.87
d, Delay for Lane Group [s/veh]	230.64	33.26	36.11	60.95	48.00	52.25	198.05	83.70	108.99	180.11	38.69	38.81
Lane Group LOS	F	C	D	E	D	D	F	F	F	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	23.67	3.71	5.15	0.95	3.63	3.60	16.21	34.50	38.66	9.57	17.35	17.36
50th-Percentile Queue Length [ft/ln]	591.70	92.85	128.76	23.87	90.78	89.93	405.13	862.44	966.61	239.31	433.75	433.90
95th-Percentile Queue Length [veh/ln]	36.35	6.69	8.87	1.72	6.54	6.48	25.20	47.10	54.28	15.57	24.18	24.19
95th-Percentile Queue Length [ft/ln]	908.67	167.13	221.81	42.96	163.41	161.88	629.99	1177.45	1357.00	389.15	604.53	604.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	230.64	33.26	36.11	60.95	48.00	52.25	198.05	93.78	108.99	180.11	38.75	38.81
Movement LOS	F	C	D	E	D	D	F	F	F	F	D	D
d_A, Approach Delay [s/veh]	115.31			50.17			109.90			54.86		
Approach LOS	F			D			F			D		
d_I, Intersection Delay [s/veh]	89.56											
Intersection LOS	F											
Intersection V/C	0.976											

Emissions

Vehicle Miles Traveled [mph]	89.27	77.33	49.88	16.88	151.33	70.77	307.48	999.31	999.31	91.99	357.80	357.27
Stops [stops/h]	811.47	254.68	176.58	32.73	249.00	123.34	555.61	1182.77	1325.63	328.19	594.85	595.06
Fuel consumption [US gal/h]	38.05	9.81	6.70	1.26	10.32	4.98	31.24	68.67	76.01	14.90	26.78	26.77
CO [g/h]	2659.67	686.05	468.12	88.08	721.42	347.88	2183.47	4799.88	5313.29	1041.38	1871.75	1871.43
NOx [g/h]	517.48	133.48	91.08	17.14	140.36	67.68	424.82	933.88	1033.77	202.61	364.17	364.11
VOC [g/h]	616.41	159.00	108.49	20.41	167.20	80.62	506.04	1112.42	1231.41	241.35	433.80	433.72

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.89	43.89	43.89	43.89
l_p,int, Pedestrian LOS Score for Intersectio	3.226	2.712	3.898	3.495
Crosswalk LOS	C	B	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	724	476	705	610
d_b, Bicycle Delay [s]	21.38	30.48	22.02	25.38
l_b,int, Bicycle LOS Score for Intersection	2.475	1.956	3.550	2.901
Bicycle LOS	B	A	D	C

Sequence

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



Intersection Level Of Service Report
Intersection 5: Acacia Ave/SR-74

Control Type:	Two-way stop	Delay (sec / veh):	20.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.118

Intersection Setup

Name	Acacia Ave		SR-74		SR-74	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	130.00	100.00	100.00
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]	40.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Acacia Ave		SR-74		SR-74	
Base Volume Input [veh/h]	0	6	917	268	0	982
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	2.00	0.00
Growth Factor	1.0400	1.0200	1.0200	1.0200	1.0400	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	861	23	0	927
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	24	1796	296	0	1929
Peak Hour Factor	1.0000	0.7500	0.9620	0.9620	1.0000	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	467	77	0	521
Total Analysis Volume [veh/h]	0	32	1867	308	0	2085
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	20.04	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.40	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.90	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.04		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Project Dwy 1/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name	Project Dwy1		Acacia Ave		Acacia Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy1		Acacia Ave		Acacia Ave	
Base Volume Input [veh/h]	0	0	268	0	0	14
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	70	18	5	23	18
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	70	291	5	23	32
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	18	77	1	6	8
Total Analysis Volume [veh/h]	0	74	306	5	24	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	11.47	10.42	0.00	0.00	7.88	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.33	0.33	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	8.32	8.32	0.00	0.00	1.01	1.01
d_A, Approach Delay [s/veh]	10.42		0.00		3.26	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.17					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Cawston Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	50.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.840

Intersection Setup

Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
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	0	1	0	1	1	0	0
Entry Pocket Length [ft]	65.00	100.00	100.00	120.00	100.00	100.00	440.00	100.00	340.00	435.00	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			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
Base Volume Input [veh/h]	235	54	16	68	107	167	176	717	23	23	557	57
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	6	16	0	12	14	865	0	9	903	16
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	6	0	0	46	0	0	6	0	0	19
Total Hourly Volume [veh/h]	252	55	16	85	109	136	194	1596	17	32	1471	55
Peak Hour Factor	0.9440	0.9440	0.9440	0.9170	0.9170	0.9170	0.9230	0.9230	0.9230	0.8380	0.8380	0.8380
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]	67	15	4	23	30	37	53	432	5	10	439	16
Total Analysis Volume [veh/h]	267	58	17	93	119	148	210	1729	18	38	1755	66
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 m	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]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	16	25	0	6	15	0	13	55	0	8	50	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	7	0	0	7	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	20	29	0	10	19	0	17	59	0	12	54	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

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	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
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]	16	22	22	6	12	12	13	62	62	3	53	53
g / C, Green / Cycle	0.15	0.20	0.20	0.05	0.11	0.11	0.12	0.57	0.57	0.03	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.15	0.02	0.02	0.05	0.06	0.09	0.12	0.48	0.01	0.02	0.48	0.48
s, saturation flow rate [veh/h]	1810	1900	1756	1810	1900	1615	1810	3618	1615	1810	1900	1876
c, Capacity [veh/h]	263	382	353	99	209	178	214	2052	916	58	914	902
d1, Uniform Delay [s]	47.00	35.84	35.86	51.83	46.47	47.96	48.38	19.74	10.42	52.66	28.49	28.55
k, delay calibration	0.42	0.11	0.11	0.27	0.11	0.18	0.38	0.50	0.50	0.11	0.50	0.50
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
d2, Incremental Delay [s]	54.74	0.11	0.13	52.92	2.43	15.18	49.49	4.42	0.04	12.08	29.22	31.99
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	1.01	0.10	0.10	0.94	0.57	0.83	0.98	0.84	0.02	0.66	1.00	1.01
d, Delay for Lane Group [s/veh]	101.74	35.95	35.99	104.75	48.90	63.14	97.88	24.16	10.46	64.73	57.71	60.55
Lane Group LOS	F	D	D	F	D	E	F	C	B	E	E	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	11.16	0.86	0.82	4.00	3.23	4.71	8.44	16.86	0.18	1.19	28.55	28.98
50th-Percentile Queue Length [ft/ln]	278.90	21.38	20.45	100.01	80.69	117.77	211.01	421.43	4.54	29.87	713.85	724.60
95th-Percentile Queue Length [veh/ln]	16.75	1.54	1.47	7.20	5.81	8.27	13.20	23.59	0.33	2.15	37.32	38.06
95th-Percentile Queue Length [ft/ln]	418.67	38.49	36.82	180.02	145.24	206.76	330.12	589.76	8.17	53.77	932.94	951.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	101.74	35.97	35.99	104.75	48.90	63.14	97.88	24.16	10.46	64.73	59.07	60.55
Movement LOS	F	D	D	F	D	E	F	C	B	E	E	E
d_A, Approach Delay [s/veh]	87.31			69.18			31.94			59.24		
Approach LOS	F			E			C			E		
d_I, Intersection Delay [s/veh]	50.33											
Intersection LOS	D											
Intersection V/C	0.840											

Emissions

Vehicle Miles Traveled [mph]	24.71	3.55	3.39	8.59	11.00	13.68	35.17	289.57	3.01	5.07	121.52	121.26
Stops [stops/h]	365.10	27.99	26.78	130.92	105.63	154.17	276.23	1103.37	5.94	39.10	934.49	948.56
Fuel consumption [US gal/h]	8.56	0.58	0.56	3.06	2.22	3.32	9.60	35.13	0.23	1.27	29.12	29.83
CO [g/h]	598.43	40.65	38.85	213.84	155.20	231.80	671.05	2455.93	16.11	88.81	2035.31	2084.90
NOx [g/h]	116.43	7.91	7.56	41.61	30.20	45.10	130.56	477.84	3.13	17.28	396.00	405.65
VOC [g/h]	138.69	9.42	9.00	49.56	35.97	53.72	155.52	569.19	3.73	20.58	471.70	483.20

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	0.00	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.280	2.524	0.000	3.548
Crosswalk LOS	B	B	F	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	455	273	1000	909
d_b, Bicycle Delay [s]	32.84	41.02	13.75	16.36
l_b,int, Bicycle LOS Score for Intersection	1.847	2.230	3.179	3.109
Bicycle LOS	A	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 8: Cawston Ave/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.304

Intersection Setup

Name	Cawston Ave		Acacia Ave		W Acacia Ave	
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	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	150.00
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		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave		Acacia Ave		W Acacia Ave	
Base Volume Input [veh/h]	134	3	7	276	11	271
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	18	128	33	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]	137	12	25	410	44	276
Peak Hour Factor	0.7370	0.7370	0.8610	0.8610	0.8690	0.8690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	4	7	119	13	79
Total Analysis Volume [veh/h]	186	16	29	476	51	318
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.02	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.44	8.48	8.03	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.28	0.05	0.05	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	32.00	1.16	1.23	0.61	0.00	0.00
d_A, Approach Delay [s/veh]	13.04		0.46		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.67					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 9: Cawston Ave (To Be Constructed)/Acacia Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Acacia Ave		Acacia Ave	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	50.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Acacia Ave		Acacia Ave	
Base Volume Input [veh/h]	0	0	268	0	0	14
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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	76	70	18	19	23
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]	18	76	343	18	19	37
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	20	90	5	5	10
Total Analysis Volume [veh/h]	19	80	361	19	20	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.10	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.28	10.08	0.00	0.00	8.05	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.45	0.45	0.00	0.00	0.03	0.02
95th-Percentile Queue Length [ft/ln]	11.29	11.29	0.00	0.00	0.84	0.42
d_A, Approach Delay [s/veh]	10.50		0.00		2.73	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Cawston Ave (To Be Constructed)/Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	82	27	10	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	82	27	10	12	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	22	7	3	3	0
Total Analysis Volume [veh/h]	0	86	28	11	13	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	7.27	0.00	0.00	0.00	9.15	8.50
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.12	1.12
d_A, Approach Delay [s/veh]	0.00		0.00		9.15	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.86					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 11: Cawston Ave (To Be Constructed)/Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.075

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	5	22	70	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	12	5	22	70	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	1	6	18	0
Total Analysis Volume [veh/h]	0	13	5	23	74	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	8.93	8.66
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.24	0.24
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	6.05	6.05
d_A, Approach Delay [s/veh]	0.00		0.00		8.93	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.75					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Cawston Ave (To Be Constructed)/Project Dwy 4

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
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	No		No		No	

Volumes

Name	Cawston Ave (To Be Constructed)		Cawston Ave (To Be Constructed)			
Base Volume Input [veh/h]	0	0	0	0	0	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	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	5	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	5	12	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	3	0
Total Analysis Volume [veh/h]	0	0	0	5	13	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	7.21	0.00	0.00	0.00	8.56	8.36
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.96	0.96
d_A, Approach Delay [s/veh]	3.60		0.00		8.56	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.18					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Sanderson Ave/SR-74

Control Type:	Signalized	Delay (sec / veh):	191.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.308

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			SR-74			SR-74		
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	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	230.00	100.00	110.00	175.00	100.00	200.00	420.00	100.00	615.00	420.00	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			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			SR-74			SR-74		
Base Volume Input [veh/h]	157	610	129	139	591	49	223	589	88	204	454	131
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	340	325	209	77	331	322	382	257	291	242	312	120
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	85	0	0	93	0	0	95	0	0	64
Total Hourly Volume [veh/h]	500	947	256	219	934	279	609	858	286	450	775	190
Peak Hour Factor	0.9430	0.9430	0.9430	0.9710	0.9710	0.9710	0.9270	0.9270	0.9270	0.8710	0.8710	0.8710
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]	133	251	68	56	240	72	164	231	77	129	222	55
Total Analysis Volume [veh/h]	530	1004	271	226	962	287	657	926	309	517	890	218
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 m	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]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	20	31	0	13	24	0	25	28	0	22	25	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	23	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	24	35	0	17	28	0	29	32	0	26	29	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
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]	20	31	31	13	24	24	25	28	28	22	25	25
g / C, Green / Cycle	0.18	0.28	0.28	0.12	0.22	0.22	0.23	0.25	0.25	0.20	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.29	0.28	0.17	0.12	0.34	0.35	0.36	0.26	0.19	0.29	0.30	0.31
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1753	1810	3618	1615	1810	1900	1774
c, Capacity [veh/h]	329	1020	455	214	415	383	411	921	411	362	432	403
d1, Uniform Delay [s]	45.00	39.27	34.09	48.50	43.00	43.00	42.50	41.00	37.80	44.00	42.50	42.50
k, delay calibration	0.50	0.11	0.15	0.43	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
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
d2, Incremental Delay [s]	288.65	10.02	1.78	73.10	259.75	274.92	280.13	31.03	11.97	208.21	154.27	172.10
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	1.61	0.98	0.60	1.06	1.55	1.58	1.60	1.01	0.75	1.43	1.31	1.35
d, Delay for Lane Group [s/veh]	333.65	49.29	35.87	121.60	302.75	317.92	322.63	72.03	49.77	252.21	196.77	214.60
Lane Group LOS	F	D	D	F	F	F	F	F	D	F	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	35.27	14.66	6.43	10.18	41.05	39.49	42.91	16.12	8.88	30.58	29.96	29.98
50th-Percentile Queue Length [ft/ln]	881.83	366.58	160.80	254.43	1026.20	987.33	1072.79	402.89	222.05	764.54	749.01	749.43
95th-Percentile Queue Length [veh/ln]	54.59	20.94	10.59	15.77	62.76	60.92	66.05	22.78	13.77	46.64	44.64	45.18
95th-Percentile Queue Length [ft/ln]	1364.76	523.57	264.78	394.35	1569.12	1523.06	1651.35	569.41	344.24	1166.09	1115.99	1129.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	333.65	49.29	35.87	121.60	307.78	317.92	322.63	72.03	49.77	252.21	203.29	214.60
Movement LOS	F	D	D	F	F	F	F	F	D	F	F	F
d_A, Approach Delay [s/veh]	130.77			281.22			155.41			220.37		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	191.70											
Intersection LOS	F											
Intersection V/C	1.308											

Emissions

Vehicle Miles Traveled [mph]	85.53	162.02	43.73	55.21	157.09	148.01	256.17	361.05	120.48	144.75	158.07	152.14
Stops [stops/h]	1154.40	959.76	210.51	333.07	1343.39	1292.51	1404.39	1054.83	290.68	1000.85	980.52	981.07
Fuel consumption [US gal/h]	45.88	22.04	4.94	9.70	53.50	52.43	63.45	35.27	9.91	39.57	36.00	36.90
CO [g/h]	3206.82	1540.73	345.40	678.34	3739.69	3664.58	4435.31	2465.14	692.54	2766.17	2516.59	2579.57
NOx [g/h]	623.93	299.77	67.20	131.98	727.61	712.99	862.95	479.63	134.74	538.20	489.64	501.89
VOC [g/h]	743.21	357.08	80.05	157.21	866.71	849.30	1027.93	571.32	160.50	641.09	583.24	597.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	0.00	46.37
l_p,int, Pedestrian LOS Score for Intersectio	3.252	3.128	0.000	3.129
Crosswalk LOS	C	C	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	564	436	509	455
d_b, Bicycle Delay [s]	28.37	33.62	30.56	32.84
l_b,int, Bicycle LOS Score for Intersection	3.119	2.853	3.199	2.953
Bicycle LOS	C	C	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 14: Sanderson Ave/Acacia Ave

Control Type:	Signalized	Delay (sec / veh):	46.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.799

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			W Acacia Ave			W Acacia Ave		
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	0	1	0	0	1	0	0
Entry Pocket Length [ft]	135.00	100.00	100.00	195.00	100.00	100.00	66.00	100.00	100.00	100.00	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			40.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			W Acacia Ave			W Acacia Ave		
Base Volume Input [veh/h]	95	865	86	145	789	16	11	220	198	139	179	165
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	19	809	1	0	850	5	58	24	46	1	9	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	22	0	0	5	0	0	62	0	0	42
Total Hourly Volume [veh/h]	116	1691	67	148	1655	16	69	248	186	143	192	126
Peak Hour Factor	0.9840	0.9840	0.9840	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9090	0.9090	0.9090
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]	29	430	17	39	433	4	18	65	49	39	53	35
Total Analysis Volume [veh/h]	118	1718	68	155	1733	17	72	260	195	157	211	139
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 m	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]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	24	0	19	29	0	33	42	0	19	28	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	14	0	0	17	0	0	23	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	14	31	0	16	33	0	41	55	0	18	32	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

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	R	L	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
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
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
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
g_i, Effective Green Time [s]	10	60	60	12	62	62	6	20	20	12	26
g / C, Green / Cycle	0.08	0.50	0.50	0.10	0.52	0.52	0.05	0.17	0.17	0.10	0.22
(v / s)_i Volume / Saturation Flow Rate	0.07	0.47	0.48	0.09	0.48	0.01	0.04	0.14	0.12	0.09	0.20
s, saturation flow rate [veh/h]	1810	1900	1875	1810	3618	1615	1810	1900	1615	1810	1776
c, Capacity [veh/h]	144	944	932	181	1873	836	97	319	271	184	384
d1, Uniform Delay [s]	54.40	28.66	28.97	53.15	26.80	14.11	55.99	48.15	47.27	52.99	45.90
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
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
d2, Incremental Delay [s]	10.97	18.85	20.89	10.97	9.34	0.04	10.76	5.10	3.59	10.42	8.58
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
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
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

Lane Group Results

X, volume / capacity	0.82	0.95	0.96	0.86	0.93	0.02	0.75	0.82	0.72	0.85	0.91
d, Delay for Lane Group [s/veh]	65.37	47.51	49.86	64.12	36.14	14.15	66.75	53.25	50.86	63.41	54.48
Lane Group LOS	E	D	D	E	D	B	E	D	D	E	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.95	28.32	29.01	5.15	24.33	0.24	2.41	7.81	5.69	5.15	10.95
50th-Percentile Queue Length [ft/ln]	98.68	707.88	725.22	128.70	608.27	5.92	60.16	195.25	142.21	128.64	273.69
95th-Percentile Queue Length [veh/ln]	7.11	37.04	37.84	8.87	32.42	0.43	4.33	12.39	9.60	8.87	16.37
95th-Percentile Queue Length [ft/ln]	177.63	926.05	946.04	221.73	810.51	10.65	108.29	309.84	239.99	221.65	409.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.37	48.64	49.86	64.12	36.14	14.15	66.75	53.25	50.86	63.41	54.48	54.48
Movement LOS	E	D	D	E	D	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	49.72			38.22			54.21			57.25		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	46.47											
Intersection LOS	D											
Intersection V/C	0.799											

Emissions

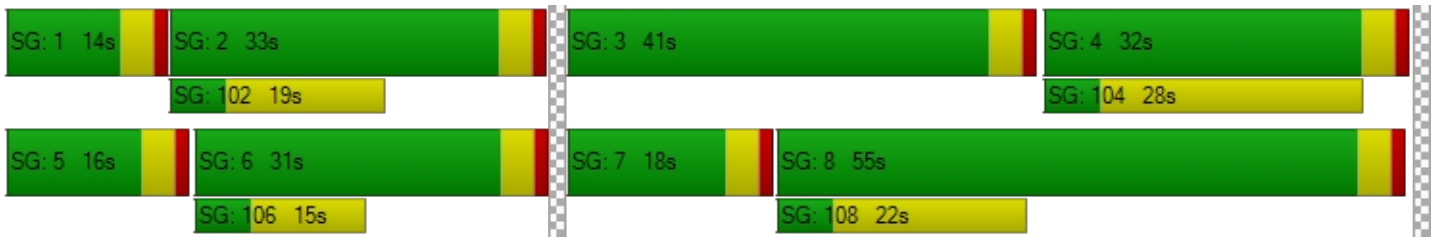
Vehicle Miles Traveled [mph]	66.34	502.32	501.75	12.69	141.94	1.39	34.23	123.62	92.71	80.60	179.69
Stops [stops/h]	118.42	849.46	870.26	154.44	1459.84	7.10	72.19	234.30	170.65	154.37	328.43
Fuel consumption [US gal/h]	4.95	34.01	34.52	3.40	26.65	0.15	2.91	9.55	7.02	6.26	13.20
CO [g/h]	346.33	2377.25	2412.87	237.54	1862.97	10.17	203.64	667.33	490.38	437.49	922.63
NOx [g/h]	67.38	462.53	469.46	46.22	362.47	1.98	39.62	129.84	95.41	85.12	179.51
VOC [g/h]	80.26	550.95	559.21	55.05	431.76	2.36	47.20	154.66	113.65	101.39	213.83

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.141	3.106	2.540	2.415
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	450	483	850	467
d_b, Bicycle Delay [s]	36.04	34.50	19.84	35.27
l_b,int, Bicycle LOS Score for Intersection	3.149	3.135	2.531	2.465
Bicycle LOS	C	C	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 15: Sanderson Ave/Stetson Ave

Control Type:	Signalized	Delay (sec / veh):	91.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	Sanderson Ave			Sanderson Ave			Stetson Ave			Stetson Ave		
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	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	180.00	210.00	100.00	100.00	205.00	100.00	100.00	100.00	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]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Sanderson Ave			Sanderson Ave			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	30	621	584	155	742	79	164	552	25	348	693	123
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
Proportion of CAVs [%]	0.00											
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	482	14	98	549	144	95	26	0	6	42	65
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	153	0	0	56	0	0	7	0	0	48
Total Hourly Volume [veh/h]	31	1115	457	256	1306	169	262	589	19	361	749	142
Peak Hour Factor	0.9400	0.9400	0.9400	0.8720	0.8720	0.8720	0.8700	0.8700	0.8700	0.9300	0.9300	0.9300
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	297	122	73	374	48	75	169	5	97	201	38
Total Analysis Volume [veh/h]	33	1186	486	294	1498	194	301	677	22	388	805	153
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 m	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]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
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 (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	36	0	19	50	0	20	24	0	25	29	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	10	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
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
Advanced 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
Advanced 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

Phasing & Timing: Pattern 1

Split [s]	9	40	0	23	54	0	24	28	0	29	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
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]	3	36	36	19	52	52	20	24	24	25	29	29
g / C, Green / Cycle	0.03	0.30	0.30	0.16	0.43	0.43	0.17	0.20	0.20	0.21	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.02	0.33	0.30	0.16	0.45	0.46	0.17	0.18	0.18	0.21	0.26	0.26
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1826	1810	1900	1879	1810	1900	1796
c, Capacity [veh/h]	52	1085	485	287	816	785	302	380	376	377	459	434
d1, Uniform Delay [s]	57.66	42.00	42.00	50.50	34.22	34.22	49.98	47.11	47.11	47.50	45.50	45.50
k, delay calibration	0.11	0.50	0.50	0.44	0.50	0.50	0.43	0.39	0.39	0.46	0.50	0.50
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
d2, Incremental Delay [s]	12.20	56.26	41.65	56.97	41.25	55.32	47.43	25.58	25.78	52.31	61.39	65.36
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	0.64	1.09	1.00	1.03	1.04	1.08	1.00	0.92	0.92	1.03	1.07	1.08
d, Delay for Lane Group [s/veh]	69.87	98.26	83.65	107.47	75.47	89.54	97.41	72.69	72.89	99.81	106.89	110.86
Lane Group LOS	E	F	F	F	F	F	F	E	E	F	F	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.14	23.80	19.29	12.87	31.44	33.29	12.72	12.66	12.54	16.67	21.39	20.70
50th-Percentile Queue Length [ft/ln]	28.62	595.11	482.21	321.77	786.10	832.18	317.89	316.53	313.56	416.76	534.73	517.50
95th-Percentile Queue Length [veh/ln]	2.06	33.64	26.55	19.00	41.77	45.21	18.56	18.50	18.35	23.75	30.13	29.41
95th-Percentile Queue Length [ft/ln]	51.52	840.93	663.63	474.89	1044.16	1130.37	464.09	462.41	458.76	593.69	753.21	735.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.87	98.26	83.65	107.47	81.60	89.54	97.41	72.79	72.89	99.81	108.44	110.86
Movement LOS	E	F	F	F	F	F	F	E	E	F	F	F
d_A, Approach Delay [s/veh]	93.55			86.20			80.20			106.23		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	91.75											
Intersection LOS	F											
Intersection V/C	0.917											

Emissions

Vehicle Miles Traveled [mph]	9.15	328.92	134.79	129.92	373.84	373.84	32.01	37.37	36.96	588.54	744.05	709.11
Stops [stops/h]	34.34	1428.27	578.65	386.13	943.32	998.62	381.47	379.83	376.27	500.11	641.68	621.00
Fuel consumption [US gal/h]	1.21	52.74	20.09	15.68	37.54	40.64	11.81	11.20	11.10	34.87	44.84	43.17
CO [g/h]	84.57	3686.85	1404.09	1096.26	2623.73	2841.04	825.23	783.00	775.90	2437.47	3134.52	3017.38
NOx [g/h]	16.45	717.33	273.19	213.29	510.48	552.76	160.56	152.34	150.96	474.24	609.86	587.07
VOC [g/h]	19.60	854.46	325.41	254.07	608.07	658.44	191.26	181.47	179.82	564.91	726.45	699.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	0.00	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.605	0.000	2.938	2.969
Crosswalk LOS	D	F	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	833	400	483
d_b, Bicycle Delay [s]	29.40	20.42	38.40	34.50
l_b,int, Bicycle LOS Score for Intersection	3.092	3.244	2.390	2.710
Bicycle LOS	C	C	B	B

Sequence

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



LOS Improvements

Option 5: Copy of SR-79/SR-74

Number	1											
Intersection	SR-79/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79			SR-79			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	98	12	328	24	43	1	9	842	118	508	820	53
Total Analysis Volume [veh/h]	116	14	304	80	74	2	10	981	102	620	1001	47

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	8	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Maximum Green [s]	12	10	10	30	28	0	32	22	0	42	32	0
Amber [s]	3.0	3.0	3.0	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	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	10	0	23	0	0	17	0	0	10	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
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	14	14	14	32	32	0	37	26	0	48	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.08	0.10	0.49	0.06	0.08	0.01	0.35	0.35	0.36	0.70	0.70
(v / s)_i Volume / Saturation Flow Rate	0.06	0.01	0.19	0.04	0.04	0.01	0.27	0.06	0.34	0.28	0.28
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3		3			3		
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1891	1810	3618	1615	1810	1900	1870

s, saturation flow rate [veh/h]	1810	1900	1615	1810	1891	1810	3618	1615	1810	1900	1870
c, Capacity [veh/h]	142	186	789	104	146	23	1281	572	646	1327	1306
X, volume / capacity	0.82	0.08	0.39	0.77	0.52	0.43	0.77	0.18	0.96	0.40	0.40
d, Delay for Lane Group [s/veh]	68.88	49.35	19.66	66.93	56.06	70.87	38.75	27.40	61.64	8.44	8.49
Lane Group LOS	E	D	B	E	E	E	D	C	E	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.93	0.38	5.12	2.65	2.27	0.37	12.71	2.04	20.93	4.86	4.85
50th-Percentile Queue Length [ft/ln]	98.32	9.56	128.02	66.37	56.73	9.27	317.84	50.95	523.16	121.61	121.19
95th-Percentile Queue Length [veh/ln]	7.08	0.69	8.83	4.78	4.08	0.67	18.56	3.67	28.43	8.48	8.46
95th-Percentile Queue Length [ft/ln]	176.98	17.22	220.81	119.47	102.11	16.69	464.02	91.72	710.72	212.03	211.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.88	49.35	19.66	66.93	56.06	56.06	70.87	38.75	27.40	61.64	8.47	8.49
Movement LOS	E	D	B	E	E	E	E	D	C	E	A	A
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	33.78			61.63			37.98			28.23		
Approach LOS	C			E			D			C		
d_I, Intersection Delay [s/veh]	33.68											
Intersection LOS	C											
Intersection V/C	0.776											

Option 5: Copy of SR-79/SR-74

Number	1											
Intersection	SR-79/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79			SR-79			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	152	15	540	17	13	7	16	992	110	467	903	32
Total Analysis Volume [veh/h]	178	17	480	42	21	8	16	1034	85	522	1015	27

Intersection Settings

Cycle Length [s]	115
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	8	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Maximum Green [s]	18	10	10	36	28	0	5	22	0	36	53	0
Amber [s]	3.0	3.0	3.0	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	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	10	0	23	0	0	17	0	0	10	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
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	17	16	16	33	32	0	9	26	0	40	57	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.11	0.13	0.47	0.03	0.05	0.02	0.39	0.39	0.30	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.10	0.01	0.30	0.02	0.02	0.01	0.29	0.05	0.29	0.28	0.28
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3		3			3		
s, saturation flow rate [veh/h]	1810	1900	1615	1810	1812	1810	3618	1615	1810	1900	1883

s, saturation flow rate [veh/h]	1810	1900	1615	1810	1812	1810	3618	1615	1810	1900	1883
c, Capacity [veh/h]	205	253	763	61	98	32	1408	629	551	1285	1273
X, volume / capacity	0.87	0.07	0.63	0.69	0.30	0.50	0.73	0.14	0.95	0.41	0.41
d, Delay for Lane Group [s/veh]	65.14	43.70	26.05	67.69	53.96	67.70	33.48	23.09	62.59	9.27	9.30
Lane Group LOS	E	D	C	E	D	E	C	C	E	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.74	0.42	9.77	1.39	0.83	0.55	12.03	1.49	17.11	5.04	5.02
50th-Percentile Queue Length [ft/ln]	143.51	10.54	244.21	34.79	20.79	13.73	300.86	37.16	427.87	126.07	125.59
95th-Percentile Queue Length [veh/ln]	9.67	0.76	14.89	2.50	1.50	0.99	17.72	2.68	23.90	8.73	8.70
95th-Percentile Queue Length [ft/ln]	241.75	18.97	372.35	62.62	37.42	24.71	443.09	66.89	597.49	218.14	217.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.14	43.70	26.05	67.69	53.96	53.96	67.70	33.48	23.09	62.59	9.28	9.30
Movement LOS	E	D	C	E	D	D	E	C	C	E	A	A
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	36.81			62.08			33.18			27.08		
Approach LOS	D			E			C			C		
d_I, Intersection Delay [s/veh]	31.72											
Intersection LOS	C											
Intersection V/C	0.766											

Option 4: Copy of SR-79/SR-74

Number	1											
Intersection	SR-79/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79			SR-79			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	98	12	328	24	43	1	9	842	118	508	820	53
Total Analysis Volume [veh/h]	153	14	456	80	74	2	10	1384	111	960	1711	47

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	8	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Maximum Green [s]	15	10	10	33	28	0	32	22	0	39	29	0
Amber [s]	3.0	3.0	3.0	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	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	10	0	23	0	0	17	0	0	10	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
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	15	14	14	33	32	0	37	26	0	37	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.10	0.12	0.45	0.06	0.08	0.01	0.38	0.38	0.29	0.66	0.66
(v / s)_i Volume / Saturation Flow Rate	0.08	0.01	0.28	0.04	0.04	0.01	0.27	0.27	0.27	0.46	0.47
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3		3			3		
c, saturation flow rate [veh/h]	1810	1900	1615	1810	1891	1810	3618	1829	3514	1900	1882

s, saturation flow rate [veh/h]	1810	1900	1615	1810	1891	1810	3618	1829	3514	1900	1882
c, Capacity [veh/h]	181	237	733	105	156	24	1371	693	1029	1252	1240
X, volume / capacity	0.85	0.06	0.62	0.76	0.49	0.42	0.72	0.72	0.93	0.70	0.71
d, Delay for Lane Group [s/veh]	61.92	42.56	25.33	61.79	50.55	65.35	32.59	35.72	42.40	15.23	15.46
Lane Group LOS	E	D	C	E	D	E	C	D	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.67	0.33	8.84	2.42	2.04	0.34	11.02	11.75	12.42	11.96	12.08
50th-Percentile Queue Length [ft/ln]	116.67	8.34	221.07	60.62	50.98	8.52	275.55	293.63	310.42	298.91	302.00
95th-Percentile Queue Length [veh/ln]	8.21	0.60	13.72	4.36	3.67	0.61	16.47	17.37	18.20	17.63	17.78
95th-Percentile Queue Length [ft/ln]	205.24	15.02	342.99	109.11	91.76	15.34	411.67	434.14	454.90	440.67	444.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.92	42.56	25.33	61.79	50.55	50.55	65.35	33.47	35.72	42.40	15.34	15.46
Movement LOS	E	D	C	E	D	D	E	C	D	D	B	B
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	34.71			56.31			33.85			24.90		
Approach LOS	C			E			C			C		
d_I, Intersection Delay [s/veh]	29.79											
Intersection LOS	C											
Intersection V/C	0.753											

Option 6: Copy of SR-79/SR-74

Number	1											
Intersection	SR-79/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79			SR-79			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	152	15	540	17	13	7	16	992	110	467	903	32
Total Analysis Volume [veh/h]	202	17	776	42	21	8	16	1753	114	808	1598	27

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	8	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Maximum Green [s]	24	23	23	29	28	0	5	23	0	29	47	0
Amber [s]	3.0	3.0	3.0	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	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	10	0	23	0	0	17	0	0	10	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
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	20	18	18	34	32	0	9	35	0	33	59	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.13	0.24	0.51	0.03	0.14	0.02	0.36	0.36	0.24	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.11	0.01	0.48	0.02	0.02	0.01	0.34	0.34	0.23	0.43	0.43
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3		3			3		
c, saturation flow rate [veh/h]	1810	1900	1615	1810	1813	1810	3618	1841	3514	1900	1880

s, saturation flow rate [veh/h]	1810	1900	1615	1810	1812	1810	3618	1841	3514	1900	1889
c, Capacity [veh/h]	229	449	825	58	257	31	1290	657	849	1104	1097
X, volume / capacity	0.88	0.04	0.94	0.72	0.11	0.51	0.96	0.96	0.95	0.74	0.74
d, Delay for Lane Group [s/veh]	63.07	35.36	47.36	72.80	45.11	70.72	54.57	64.45	51.64	22.79	22.99
Lane Group LOS	E	D	D	E	D	E	D	E	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.54	0.38	23.55	1.48	0.75	0.57	19.58	21.79	12.08	15.76	15.85
50th-Percentile Queue Length [ft/ln]	163.61	9.50	588.80	37.05	18.81	14.36	489.41	544.70	301.94	393.99	396.28
95th-Percentile Queue Length [veh/ln]	10.74	0.68	31.51	2.67	1.35	1.03	26.83	29.44	17.78	22.27	22.38
95th-Percentile Queue Length [ft/ln]	268.50	17.10	787.78	66.69	33.85	25.84	670.81	736.08	444.43	556.75	559.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.07	35.36	47.36	72.80	45.11	45.11	70.72	57.48	64.45	51.64	22.89	22.99
Movement LOS	E	D	D	E	D	D	E	E	E	D	C	C
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	50.35			61.49			58.02			32.44		
Approach LOS	D			E			E			C		
d_I, Intersection Delay [s/veh]	45.08											
Intersection LOS	D											
Intersection V/C	0.865											

Option 1: Copy of California Ave/SR-74

Number	3											
Intersection	California Ave/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	California Ave			California Ave			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	6	6	7	34	0	487	253	922	3	2	782	20
Total Analysis Volume [veh/h]	9	9	7	42	0	453	286	1686	2	2	2000	18

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	7	0	4	5	2	0	1	6	0
Auxiliary Signal Groups						4,5						
Maximum Green [s]	0	25	0	5	0	34	36	26	0	48	38	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	5	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	10	0	0	0	7	0	0	7	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
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	29	0	9	0	38	23	30	0	52	59	0
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	5	0	5	5	10	0	5	10	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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.09		0.03	0.34	0.16	0.75	0.75	0.00	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.02		0.02	0.16	0.16	0.44	0.44	0.00	0.53	0.53
so, Base Saturation Flow per Lane [pc/h/ln]	1900		1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3			3		
c, saturation flow rate [veh/h]	1494		1810	2850	1810	1900	1900	1810	1900	1804

s, saturation flow rate [veh/h]	1494	1810	2859	1810	1900	1899	1810	1900	1894
c, Capacity [veh/h]	168	57	977	287	1418	1418	6	1124	1120
X, volume / capacity	0.15	0.74	0.46	1.00	0.60	0.60	0.32	0.90	0.90
d, Delay for Lane Group [s/veh]	51.30	74.55	31.23	74.78	8.79	8.79	86.40	32.63	32.98
Lane Group LOS	D	E	C	E	A	A	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.72	1.50	4.99	10.18	7.78	7.79	0.11	26.61	26.77
50th-Percentile Queue Length [ft/ln]	17.96	37.56	124.82	254.39	194.57	194.64	2.68	665.27	669.18
95th-Percentile Queue Length [veh/ln]	1.29	2.70	8.66	15.41	12.36	12.36	0.19	35.07	35.25
95th-Percentile Queue Length [ft/ln]	32.34	67.60	216.43	385.17	308.95	309.05	4.83	876.77	881.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.30	51.30	51.30	74.55	0.00	31.23	74.78	8.79	8.79	86.40	32.81	32.98
Movement LOS	D	D	D	E		C	E	A	A	F	C	C
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	51.30			34.91			18.35			32.86		
Approach LOS	D			C			B			C		
d_I, Intersection Delay [s/veh]	26.84											
Intersection LOS	C											
Intersection V/C	0.822											

Option 1: Copy of California Ave/SR-74

Number	3											
Intersection	California Ave/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	California Ave			California Ave			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	4	4	7	40	0	422	387	1096	4	9	957	42
Total Analysis Volume [veh/h]	4	4	6	46	0	358	420	2329	3	10	2126	37

Intersection Settings

Cycle Length [s]	115
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	7	0	4	5	2	0	1	6	0
Auxiliary Signal Groups						4,5						
Maximum Green [s]	0	25	0	5	0	34	27	48	0	21	42	0
Amber [s]	0.0	3.0	0.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	5	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	10	0	0	0	7	0	0	7	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
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	29	0	9	0	38	30	52	0	25	47	0
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	5	0	5	5	10	0	5	10	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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.05	0.03	0.38	0.23	0.77	0.77	0.01	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.13	0.23	0.61	0.61	0.01	0.57	0.57
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3		3			3		
s, saturation flow rate [veh/h]	1580	1810	3250	1810	1900	1900	1810	1900	1900

s, saturation flow rate [veh/h]	1580	1810	2859	1810	1900	1899	1810	1900	1889
c, Capacity [veh/h]	114	61	1074	409	1460	1459	23	1054	1048
X, volume / capacity	0.12	0.76	0.33	1.03	0.80	0.80	0.44	1.03	1.03
d, Delay for Lane Group [s/veh]	53.18	72.48	25.81	93.09	12.64	12.66	69.18	60.10	61.98
Lane Group LOS	D	E	C	F	B	B	E	F	F
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.40	1.58	3.38	16.59	12.73	12.74	0.37	36.94	37.26
50th-Percentile Queue Length [ft/ln]	10.11	39.54	84.50	414.64	318.22	318.51	9.23	923.51	931.60
95th-Percentile Queue Length [veh/ln]	0.73	2.85	6.08	23.62	18.58	18.59	0.66	47.95	48.56
95th-Percentile Queue Length [ft/ln]	18.20	71.17	152.09	590.51	464.49	464.85	16.61	1198.65	1214.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.18	53.18	53.18	72.48	0.00	25.81	93.09	12.65	12.66	69.18	61.02	61.98
Movement LOS	D	D	D	E		C	F	B	B	E	F	E
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	53.18			31.12			24.92			61.08		
Approach LOS	D			C			C			E		
d_I, Intersection Delay [s/veh]	40.17											
Intersection LOS	D											
Intersection V/C	0.899											

Option 1: Copy of Warren Rd/SR-74

Number	4											
Intersection	Warren Rd/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd						SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	168	217	149	15	226	124	163	687	200	174	471	10
Total Analysis Volume [veh/h]	443	282	129	26	382	176	215	1222	245	199	1222	8

Intersection Settings

Cycle Length [s]	105
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	1	7	4	5	5	2	3	1	6	7
Auxiliary Signal Groups												
Maximum Green [s]	24	43	12	6	25	13	13	33	24	12	32	6
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	27	0	0	27	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
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	25	43	14	11	29	15	15	37	25	14	36	11
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.15	0.26	0.26	0.03	0.14	0.14	0.10	0.47	0.47	0.10	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.13	0.11	0.11	0.01	0.11	0.11	0.12	0.39	0.40	0.11	0.32	0.32
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	3514	1900	1701	1810	3618	1615	1810	1900	1703	1810	1900	1806

s, saturation flow rate [veh/h]	3514	1900	1701	1810	3618	1615	1810	1900	1793	1810	1900	1896
c, Capacity [veh/h]	524	494	442	47	496	221	190	886	836	172	868	866
X, volume / capacity	0.85	0.44	0.44	0.55	0.77	0.80	1.13	0.84	0.87	1.15	0.71	0.71
d, Delay for Lane Group [s/veh]	47.35	33.06	33.14	60.32	46.29	50.28	144.11	33.96	36.67	154.07	27.79	27.82
Lane Group LOS	D	C	C	E	D	D	F	C	D	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.55	4.38	3.94	0.80	4.94	4.80	9.84	16.67	16.95	9.41	12.13	12.12
50th-Percentile Queue Length [ft/ln]	138.83	109.54	98.44	20.03	123.48	119.94	245.98	416.87	423.73	235.14	303.31	302.93
95th-Percentile Queue Length [veh/ln]	9.42	7.81	7.09	1.44	8.58	8.39	15.73	23.37	23.70	15.21	17.84	17.83
95th-Percentile Queue Length [ft/ln]	235.44	195.36	177.20	36.06	214.60	209.75	393.17	584.29	592.52	380.34	446.12	445.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.35	33.07	33.14	60.32	46.29	50.28	144.11	35.02	36.67	154.07	27.80	27.82
Movement LOS	D	C	C	E	D	D	F	D	D	F	C	C
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	40.49			48.12			49.20			45.39		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	46.23											
Intersection LOS	D											
Intersection V/C	0.748											

Option 1: Copy of Warren Rd/SR-74

Number	4											
Intersection	Warren Rd/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd						SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	230	266	300	26	199	114	170	806	155	172	697	13
Total Analysis Volume [veh/h]	426	369	238	31	278	130	308	1665	337	185	1427	11

Intersection Settings

Cycle Length [s]	115
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	18	38	0	5	25	0	14	37	0	9	32	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	27	0	0	27	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
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

Phasing & Timing: Pattern 1

Split [s]	18	38	0	9	29	0	31	54	0	14	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.12	0.20	0.20	0.03	0.10	0.10	0.19	0.55	0.55	0.09	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.12	0.17	0.17	0.02	0.08	0.08	0.17	0.53	0.56	0.10	0.38	0.38
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	3514	1900	1654	1810	3618	1615	1810	1900	1702	1810	1900	1805

s, saturation flow rate [veh/h]	3514	1900	1654	1810	3618	1615	1810	1900	1793	1810	1900	1895
c, Capacity [veh/h]	428	376	328	50	376	168	339	1042	983	157	851	848
X, volume / capacity	1.00	0.86	0.86	0.62	0.74	0.77	0.91	0.96	1.02	1.18	0.85	0.85
d, Delay for Lane Group [s/veh]	69.73	50.49	51.31	67.26	52.88	57.64	63.60	44.72	59.27	178.20	38.37	38.48
Lane Group LOS	E	D	D	E	D	E	E	D	F	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.97	9.07	7.98	1.05	4.03	3.99	9.91	28.23	32.21	9.87	18.41	18.41
50th-Percentile Queue Length [ft/ln]	174.25	226.78	199.41	26.36	100.71	99.70	247.76	705.76	805.22	246.67	460.28	460.33
95th-Percentile Queue Length [veh/ln]	11.30	14.01	12.61	1.90	7.25	7.18	15.07	36.94	42.15	15.90	25.45	25.45
95th-Percentile Queue Length [ft/ln]	282.49	350.26	315.20	47.45	181.27	179.46	376.83	923.60	1053.70	397.52	636.21	636.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.73	50.59	51.31	67.26	52.88	57.64	63.60	50.52	59.27	178.20	38.43	38.48
Movement LOS	E	D	D	E	D	E	E	D	E	F	D	D
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	58.65			55.31			53.54			54.36		
Approach LOS	E			E			D			D		
d_I, Intersection Delay [s/veh]	54.91											
Intersection LOS	D											
Intersection V/C	0.862											

Option 5: Copy of Cawston Ave/SR-74

Number	7											
Intersection	Cawston Ave/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	138	56	11	54	85	143	114	559	15	9	446	41
Total Analysis Volume [veh/h]	175	69	11	87	116	153	146	1435	13	32	1326	44

Intersection Settings

Cycle Length [s]	95
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	0	10	0	10	12	0	12	14	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	7	0	0	7	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
l1, 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

Phasing & Timing: Pattern 1

Split [s]	0	29	0	0	18	0	18	16	0	32	30	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.11	0.11	0.11	0.12	0.12	0.12	0.10	0.58	0.58	0.03	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.05	0.05	0.04	0.05	0.06	0.09	0.08	0.40	0.01	0.02	0.36	0.36
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	1810	1855	1810	1900	1615	1810	3618	1615	1810	1900	1870

s, saturation flow rate [veh/h]	1810	1810	1855	1810	1900	1615	1810	3618	1615	1810	1900	1879
c, Capacity [veh/h]	191	191	196	211	222	189	179	2091	934	56	969	958
X, volume / capacity	0.46	0.46	0.41	0.41	0.52	0.81	0.81	0.69	0.01	0.57	0.71	0.71
d, Delay for Lane Group [s/veh]	41.61	41.61	41.05	40.21	41.37	52.31	50.50	15.88	8.55	54.17	22.30	22.40
Lane Group LOS	D	D	D	D	D	D	D	B	A	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.00	2.00	1.81	1.94	2.64	4.05	3.60	9.24	0.10	0.85	11.04	10.97
50th-Percentile Queue Length [ft/ln]	49.89	49.89	45.16	48.55	66.02	101.20	90.01	231.12	2.57	21.17	275.91	274.18
95th-Percentile Queue Length [veh/ln]	3.59	3.59	3.25	3.50	4.75	7.29	6.48	14.23	0.19	1.52	16.48	16.40
95th-Percentile Queue Length [ft/ln]	89.81	89.81	81.29	87.39	118.83	182.16	162.02	355.78	4.63	38.10	412.12	409.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.61	41.05	41.05	40.21	41.37	52.31	50.50	15.88	8.55	54.17	22.34	22.40
Movement LOS	D	D	D	D	D	D	D	B	A	D	C	C
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	41.44			45.79			18.99			23.07		
Approach LOS	D			D			B			C		
d_I, Intersection Delay [s/veh]	24.81											
Intersection LOS	C											
Intersection V/C	0.587											

Option 4: Copy of Cawston Ave/SR-74

Number	7											
Intersection	Cawston Ave/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Cawston Ave			Cawston Ave			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	235	54	16	68	107	167	176	717	23	23	557	57
Total Analysis Volume [veh/h]	267	58	17	93	119	148	210	1729	18	38	1755	66

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	25	0	0	15	0	24	12	0	42	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
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	20	0	0	10	0	0	7	0	0	7	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
l1, 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

Phasing & Timing: Pattern 1

Split [s]	0	29	0	0	20	0	19	22	0	49	52	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	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	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.09	0.09	0.09	0.11	0.11	0.11	0.13	0.63	0.63	0.03	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.07	0.07	0.04	0.05	0.06	0.09	0.12	0.48	0.01	0.02	0.48	0.48
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	1810	1827	1810	1900	1615	1810	3618	1615	1810	1900	1870

s, saturation flow rate [veh/h]	1810	1810	1827	1810	1900	1615	1810	3618	1615	1810	1900	1876
c, Capacity [veh/h]	172	172	173	198	207	176	226	2284	1020	57	1021	1009
X, volume / capacity	0.78	0.78	0.43	0.47	0.57	0.84	0.93	0.76	0.02	0.67	0.89	0.90
d, Delay for Lane Group [s/veh]	60.44	60.44	52.96	51.93	53.29	69.30	69.97	18.02	8.28	70.43	36.41	37.62
Lane Group LOS	E	E	D	D	D	E	E	B	A	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.29	4.29	2.22	2.72	3.55	5.20	7.16	14.79	0.16	1.31	23.68	24.07
50th-Percentile Queue Length [ft/ln]	107.13	107.13	55.41	68.10	88.68	129.88	178.98	369.63	4.08	32.75	592.10	601.74
95th-Percentile Queue Length [veh/ln]	7.68	7.68	3.99	4.90	6.39	8.93	11.55	21.09	0.29	2.36	31.67	32.12
95th-Percentile Queue Length [ft/ln]	192.00	192.00	99.73	122.58	159.63	223.33	288.69	527.28	7.34	58.95	791.63	802.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	60.44	52.96	52.96	51.93	53.29	69.30	69.97	18.02	8.28	70.43	36.99	37.62
Movement LOS	E	D	D	D	D	E	E	B	A	E	D	D
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	58.80			59.52			23.51			37.70		
Approach LOS	E			E			C			D		
d_I, Intersection Delay [s/veh]	34.89											
Intersection LOS	C											
Intersection V/C	0.766											

ACTIVE COMMERCIAL INDUSTRIAL PROJECTS
CITY OF HEMET COMMUNITY DEVELOPMENT

DISCLAIMER: While considered to be accurate, the information contained in this list is subject to change and should not be relied upon for property purchases, leases, or other financial transactions. For more information, contact the City of Hemet Community Development Department at 951-765-2375 or visit City Hall at 445 E. Florida Avenue, Hemet, CA 92543

APN(S)	Project Number(s)	Project Name	Project Location	Description	Square Footage	Acres	Status	Date Applied	Date Approved	Date of Entitlement Expiration
443131004	SPA24-001	Downtown SP	410 N. State St.	Specific Plan Amendment to allow assembly in the TOD designation in the Downtown Specific Plan.			pending	7/23/2024		
551-321-005; and 009	SDRM24-001	Arco AM/PM	NE Corner Soboba & Florida	Site Plan Modificiation to prior approval. Reconfigure gas canopy and convenience store.			pending	9/13/2024		
460250058	CUP24-002/SPA24-002	Planet Fitness - Page Plaza	1164 S. Sanderson Ave.	CUP to allow the establishment of a Fitness Center in the Page Plaza Specific Plan. Amend Page Plaza Specific Plan to allow a Fitness Gymnasium			pending	7/3/2024		
456030018 456030019 456030009 456030010 456030028	PR23-023	Sanderson Square	Sanderson and Acacia to Kirby (Southwest corner of Kirby & Acacia)	1,196,742 sq ft warehouse/storage over 3 buildings on five lots	1,196,742	47.39	Preliminary Traffic Review in Progress	4/16/2024		
456030042 456030038 456030039 456030042 45603041 456030040	PR23-022	Sanderson Industrial Park	Sanderson near Acacia (Between Acacia & Johnston	1,031,680 square foot industrial warehouse on 48.30 acres, 58' building height	1,031,680	48.3	Preliminary Traffic Review in Progress	4/16/2024		
551321008	CUP21-007 SDR21-013 MAP21-003 TPM , EOT23-003	Arco AM/PM	NE Corner Soboba & Florida	Contruction of a gas station with a 2,800 sf convenience store, a self-serve express car wash and vacuum area, and two fast-food restaurants, one is 2,703 sf and the second one is 2,637 sf with drive thrus on 2.31 acres of vacant land.	9,137	2.31	Extension of Time Approved	12/27/2023	2/6/2024	1/18/2026
448310021	CUPM23-001	Drive-Thru Restaurant (Spec Build)- Former Long John Silver's Site	2880 West Florida Avenue	Construction of a new 2,400 square-foot drive-thru restaurant with landscaping, parking lot, sidewalk, curbs, lighting and drainage	2,400	0.63	Application in Review	11/13/2023		
44526142	SDR23-007	Dr. Chakrabarty GI Excellence Center Addition	1003 E Florida Avenue	Construction of 3,249 square-foot addition to existing medical facility.	3,249	1.06	Scheduled for CDDR July 31, 2024	8/22/2023		
460250049	CUP23-005	Cawston Square	Southeast corner of Stetson Avenue and Cawston Avenue	For the development of a gas station with 8 MPD (multiple-product dispenser) canopy, C-store (6,615 SF) and detached Drive-thru (2,889 SF)quick service restaurant), trash enclosure.	9,504	1.55	Application in Review	8/19/2023		
448250005	CUP23-002	Freddy's Restaurant	East of Northeast corner of W Florida Avenue and Cawston Avenue	Construction of a 2,442 square-foot Freddy's Restaurant and Drive-Thry	2,442	0.58	Application in Review	5/16/2023		

ACTIVE COMMERCIAL INDUSTRIAL PROJECTS
CITY OF HEMET COMMUNITY DEVELOPMENT

451071014	SDR22-005 AA24-001	Dr. Formica Dental Office	1303 S State St	Addition of 1,900 square feet to an existing 2,332 square foot dental office and related site improvements including a new facade, additional parking area, parking lot lighting, landscaping, and trash enclosure.	4,025	0.9	Under Construction	2/28/2023	2/28/2023	2/28/2025
456040028, 456040029	SDR23-002	National Tube Steel	Wendtworth Drive & S. Sanderson Avenue	Development of 85,230 square-foot Industrial building with related parking and on-site improvements.	85,260	5.76	Building Permit Issued 8/29/2024	2/1/2023	2/27/2024	2/27/2026
456010025	ZC 2-002 SDR22-017	Hemet 63 Warehouse & Industrial	Florida & Acacia	Construction of four warehouse buildings totaling 1,100,000 square-feet on 61 acres. The project also includes a Tentative Parcel Map for the subdivision into four (4) parcels, and a Re-Zone of a portion of the property from General Commercial to Commercial Manufacturing.	1,100,100	61	Environmental Impact Report Preparation in Progress	12/9/2022		
465140043	CUP22-006	Simpson Business Park	Warren & Simpson Road	The development of two warehouse buildings on approximately 65.28 acres. Building # 1 is 992,880 square feet and building # 2 is 324,480 square feet	1,317,360	65.28	Environmental Impact Report Preparation in Progress	11/29/2022		
448-250-005	SDR22-013	Quick Quack Car Wash	3910 W Florida Avenue	a 3,392 square-foot building consisting of an express car wash tunnel, office, electrical and mechanical room, and restroom located on a 1.59 Acres.	3,392	1.59	Building Plan Check and Civil Review in Progress	6/28/2022	4/25/2023	4/25/2025
456030020	CUP22-002	Kirby Industrial	S/O Kirby Street & Acacia	Construction of a 838,880 square-foot warehouse building with 19,282 square feet of ground floor office	838,880	43.56	Building Plan Check and Civil Review in Progress	6/8/2022	12/5/2023	12/5/2025
456040055	CCB 22-001	Off the Charts	875 Airway Place	Commercial Cannabis Business to utilize an existing 15,358 square-feet building to be used as a cannabis microbusiness facility.	15,358	1.97	Building Permit Issued	3/1/2022	1/12/2023	1/12/2025
456140008	SDR21-021	JD Fields & Company	S/o SE Corner W Acacia & S Gilmore	approximately 9.52 acres and existing vacant lot will be developed into the proposed manufacturing warehouse. The proposed development will include a proposed 22,000 sf warehouse building and 3,000 sf office.	25,000	9.52	Civil Review in Progress	12/8/2021		
448320004	CUP21-013	Dutch Bros	3069 W Florida	Construction and operation of a new Dutch Bros Coffee stand with double drive-thru lanes, new trash enclosure and associated site work. No public access proposed to interior of 871 sf building. This project was reviewed during DRC on 2/11/21, DRC comments/conditions are in the attachments	871	0.45	Building Permit Issued 4/29/24	10/8/2021	3/1/2022	3/1/2024
456040054	MAP21-004 TPM37882	freddy's Restaurant	875 Airway Place	Tentative parcel map to divide a 1.98 acre parcel into 2 parcels. Future parcel 1 has an existing 17,500 building, and future parcel 2 has been approved for an approximate 12,000 sf building.	17,500	1.98	Application Inactive	8/31/2021		
448140016	EOT21-003 SDR19-001	Marriott Townplace Suites	East of Myers, North of Florida	three year extension of time for previously approved SDR19-001. 93 unit hotel.	63,173	2.95	Building Plan Check and Civil Review in Progress	6/21/2021	9/21/2021	9/21/2024

460250016	CUPA21-002, CUP18-006	Dave's Hot Chicken	1251 S Sanderson	2,711 square-foot drive-thru restaurant	2,711	1.09	Under Construction	6/21/2021	8/17/2021	8/17/2023
448230021	CUP21-005 SDR21-006 SDR21-007	Delfina at Devonshire	325 Sanderson Ave	61 unit apartment complex (63,000 SF), gas station w/convenience store (4,140 SF & car wash 2,240 SF)	4,140	4.1	Application in Review	4/20/2021		
456040049	SDR21-002	Eggleton Trucking Company	814 Airway Place	Development of a trucking company, specializing in organic bulk commodity hauling, to store trucks (big rigs) and trailers and conduct minor repairs on site, and construction of a 4,374 sf vehicle maintenance building on 4.47 acres.	4,374	4.47	Under Construction	3/8/2021	12/16/2021	12/16/2023
460250044	SDR20-015	O'Reilly's, new retail bldg & expansion	1167 S Sanderson	Construction of a new 7,453 sf Oreilly's Auto Parts store on Pad 4B within the Page Plaza. The project also includes expansion of existing in-line retail shops, including a 10,000 sf addition to the existing Bed Bath & Beyond building, and 5,001 sf addition for five (5) commercial tenant spaces within Pad 4A. Site improvements include parking, loading areas, landscaping, site lighting, bike racks, pedestrian pathways and trash enclosures.	22,454	1.3	Construction re Complete	12/16/2020	3/16/2021	3/16/2023
438240039	SDR20-014	Sunny Car Wash - Florida	East of northeast corner of Columbia Street & Florida Avenue	Construction of a 4,967 sf building consisting of an express car wash tunnel, office, restroom, electrical and mechanical and vending machine, located on a portion of a 96,046 sf lot. The project also includes vacuum stalls accessible outside the tunnel for customer use.	4,967	2.2049	Building Permit Issued	12/10/2020	6/29/2021	6/29/2023
443172036	SDR20-010	Express Car Wash - Palm	828 W Florida	Construction of a 5,500 sf building consisting of an express car wash tunnel and office building located on 38,768 sf lot. The project also includes 26 vacuums stalls accessible outside the tunnel for customer use	5,500	0.1263	Approved	11/9/2020	12/1/2022	12/1/2024
446290014	CUP20-005 SDR20-008	Sunny Car Wash - Stetson	448-250-006	Construction of a 5,580 sf building consisting of an express car wash turnnel, office building, mechanical area, and customer booth located on a 41,723 sf lot. The project also includes self-service vacuum stalls accessible outside the tunnel for customer use.	5,580	1	Building Permit Issued	11/3/2020	4/20/2021	4/20/2023
448250006	CUP19-015, EOT24-001	Holiday Inn & Express	3850 W Florida Avenue	Construction of a new 4 story 80-room hotel. Extension of Time approved.	48,698	1.59 acres	Building Plan Check and Civil Plan Check	12/9/2019	1/16/2024	1/16/2026

ACTIVE RESIDENTIAL PROJECTS
CITY OF HEMET PLANNING DIVISION

DISCLAIMER: While considered to be accurate, the information contained in this list is subject to change and should not be relied upon for property purchases, leases, or other financial transactions. For more information, contact the City of Hemet Community Development Department at 951-765-2375 or visit City Hall at 445 E. Florida Avenue, Hemet, CA 92543

APN(S)	Project Number(s)	Project Name	Project Location	Description	Units	Units Built	Square Footage	Acres	Status	Date Applied	Date Approved	Date of Expiration
448-080-001, 448-080-002, 448-080-004, 448-070-005, 448-070-006, 448-070-007, 448-070-010, 448-070-009, 448-070-011, and 448-070-002	PR24-009	Tres Cerritos West	North of Celeste Road East of of Old Warren Road	DR Horton -Amendment to the Tres Cerritos Specific Plan to increases approved units from 177 to 276, reduce the minimum lot size of Planning Area 1 from 6,000 square feet to 3,600 square feet and lot size of Planning Area 2 from 8,000 square feet to 4,500 square feet.	276	0		121	Side Development Review Approved In Building and Civil Plan Check. Possible revision to map and SP	9/10/2024		
444190009	EOT 24-005	TTM 36929	Northwest corner of Kirby Street and Fruitvale Avenue	Subdivision for 20 single-family homes and two open space lots.	20	0		5.3	Extension of Time Approved AB1561	3/7/2024	4/2/2024	3/13/2026
446300005; 446300011	SDR24-003	HighPointe Senna	Northwest Corner of Buena Vista Street & E. Stetson Avenue	216 Unit Apartment Complex	216	0		10.01	Pending	9/11/2024		
464020006; and 008	EOT 24-004	TTM 24067	West of Lyon Ave, South of Chambers Street	Subdivision for 91 senior single-family homes.	91	0		19.5	Extension of Time Approved AB1561	2/28/2024	4/2/2024	9/9/2026
439040022	CUP24-001 / VAR24-001	Desert Palms MHP	1097 N. State St.	The installation of a max of 30 new mobile home lots, including 22 lots suitable for single-wide and 8 suitable for double-wide and related underground utilities, landscape, guest parking, & trash enclosures.	30	0		3.85	Out for Correction	2/5/2024		
439-060-009,010,011,014, and 015 and 439-281-035	SDR23-008	Palm Communities	NWC Menlo and State	157-affordable untits	157			7.84	Approved	8/14/2023	2/26/2024	2/26/2026
442030001	SDR22-020	Menlo Apartments	South side of Menlo Avenue 450 feet west of Palm Avenue	105-Unit Apartments	105	0		4.77	Out for Correction	4/12/2023		

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	GPA15-002 SPA15-001 TTM36841, EOT23-001	TTM36841/38808	West of Warren Road & Mustang Way	(Rancho Diamante Phase II) General Plan & Specific Plan Amendment for subdivision of single-family homes commercial parcel, and financing map.	586	0		245	Approved. Tract Map/Financing Map in Progress Review	2/22/2023	6/6/2023	2/23/2027
464270002	SDR23-001	High Pointe	Southeast Corner of Stetson Avenue & Elk Street	228-Unit Apartments	228	0		10.02	Out for Correction	1/12/2023		
446092027	SDR22-018	Hemet 60 Unit	Southwest Corner E Central Ave & Santa Fe Street	60-Unit Apartments	60	0		2.47	Out for Correction	12/14/2022		
448270005	SDR22-009	Montego Bay Apartments	North of Northeast Corner Sanderson & Devonshire Avenues	Construction of a 96-unit multi-family apartment complex.	96	0		4.68	Possible Extension of Time Submittal coming soon.	5/4/2022	10/18/2022	10/18/2024
TTM 38309 Ramona Creek Map	TTM 38309 (MAP 21-005) and (AA22-003)	Ramona Creek	Northeast Corner Florida Avenue & Warren Road	219 Single Family Detached and 114 Detached Small Clustered Homes	333	0		59.3	Approved	12/19/2021	3/21/2023	3/21/2025
448230021	MAP21-002 TPM38141/SDR 21-007	Delfina at Devonshire	325 Sanderson Ave	Construction of 60-unit apartment complex. Companion case zone change and	61	0		4.1	Application Pending Review	4/20/2021		
454020013, 454020014, 454020015, 454020016, and 460060007	MAP20-005 TTM35393 EOT22-002 SDR22-002 MHC22-001 Rancho Diamante II (Lennar Homes)	Rancho Diamante II (Lennar Homes) Substantial Conformance #2	Southside of Mustang Way, east of Warren Road and west of Fisher Street	Reconfiguration of Phase 4 of TTM 35393 Map to function independently, including access from phases 1,2,and 3 which is being developed by another home builder. No increase to density or number of residential lots is proposed, and a decrease from 146 to 145 lots within phase 4 on a 103.9 acre site located on the southside of Mustang Way, east of Warren Road and West of Fisher street in the Page Ranch Planned Community development (PCD 79-93)	145			103.9	Planning Commission Approved	11/5/2020	3/15/2022	3/10/2027
460010009	MAP20-004 TTM35392 SDR22-007 MHC22-002 COAA22-001 EOT 21-005	Morgan Hill: Tract Map, Site Development Review, Model Home Complex and Conditions of Approval Amendment	Northside of Thornton Avenue, southside of New Stetson, and east of Warren Road	150 Single-Family Residential Units in the Page Ranch Planned Community Development (PCD 79-93)	155	155	6,000	48.45	Map Recorded Under Construction	9/15/2020	3/10/2022	3/10/2024

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464300002	MAP20-003 TTM36892	River Oaks COA Amendment	Southwest Corner Thornton & Chambers	Subdivision of 19.14 acres into 85 lot single family residential subdivision with a minimum lot size of 6,000 sf and 7 lettered lots located at the northeast corner of ELK & Chambers	85	85	6,000	19.14	Construction Complete	8/17/2020	City Council approved 9/8/2020, Reso 2020-071	
	EOT20-002 TTM35393	TTM 35393	South of Mustang Way, East of Warren Road and West of Fisher Street	(Saddlepoint) Two (2) year Extension of Time for Tentative Tract Map 35393 for the subdivision single-family homes.	439			104	Map Recorded-Under Construction	2/19/2020	5/5/2020	3/10/2022
Tract 33824	SDR20-001	Richmond American Seasons @ McSweeny Farms	Southeast Corner McSweeny Parkway & S Village Loop Tract 33824	Construction of 77 single-family residential lots within Tract 33824-1	77	77		18.2	Construction Complete	2/3/2020	6/16/2020	6/16/2022
448210005 448210014 448210006 448210018	SDR14-001 (Project Extended)	Copenhagen Senior apartment complex	450 Copenhagen Street	Construction of a 40-unit single-story multi-family apartment complex.	40			3.29	Under Construction	6/16/2014	9/16/2014	3/16/2024
	MAP 06-013 DAA 19-001	TTM 34661 (Master 34659)	Southeast corner of Domenigoni Parkway/Gibbel Road and State (McSweeny Farms)	Subdivision for single-family homes. Development Agreement. Vested	427	0	0	135.72	Final Map and Civil Improvements in Progress	5/24/2006	2/9/2007	12/17/2023
439-100-026, 439-100-027, 439-100-035, 439-100-036	PR23-026	Santa Fe Pointe Apartments	NWC Santa Fe and Menlo Avenue	Apartments	403			17.7	Traffic Study in Progress			
	SDR21-001, TR33824	Tract 33824	McSweeny Parkway & S Village Loop	Construction of single-family homes	58	58		14.5	Construction Complete			
448100001; 18, 448-110-001 thru 015	MAP 14-002 (EOT 16-007)	Tres Cerritos East TTM 36759	NWC Devonshire and Cawston Avenue	Subdivision of 165.8 acres into 15 numbered lots and 23 lettered lots.	754	0		121.3	Specific Plan Approved - Master Planning of Tracts in Progress			
455120014 455110013 455110012 455110011 455110010 455110014	PR23-021	Warren Road Development	25220 Warren Rd (455120014)	Prepare and proccess a change of zone, planned unit development and Tentative Tract Map for approximately 207 single family residental homes on approximately 80 acres. The mimimum lot size will be 40'x90' (3,600 sq ft minimum)	207			80				

	SDR20-009, TR33824-2	Tract 33824-2	McSweeny Parkway & S Village Loop	Construction of single-family homes	102			32	Under Construction			
	EOT08-001, &2, TR33825	Tract 33825	Southeast Corner of State & Gibbel	Subdivision for single-family homes. Richmond American	259			55.9	Map Recorded Under Construction		6/21/2022	6/21/2024
	SP 01-03 Tract Map 29843	Tract 29843 Peppertree	Northwest Corner of Rose Road and Cawston Avenue	Existing Tract Map-Recorded. 90 of 456 units built for single-family and mult-family senior residential. Available for development.	456	90		85.52	Map Recorded-Partially Built		9/30/2003	
	SDR19-006, TTM29129	Tract No. 29129	East of Warren Road South of Esplanade Ave	(Stoney Mountain Ranch) Construction of 92 single-family homes	0	92		0	Near Build-Out			