Palm Goldenwest Specific Plan Amendment

Traffic Impact Analysis

Prepared for
California Resources Corporation

November 5, 2025



Prepared by

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EPD Project 24-077

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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 deficiencies associated with the proposed mixed-use Project (Palm Goldenwest Specific Plan Amendment). The proposed Project would be located east of Pacific Coast Highway (PCH) between Seapoint Street and Goldenwest Street in the City of Huntington Beach. The project site is currently utilized for oil production. The Project proposes to demolish all existing uses on site and redevelop the site with a mixed-use Project which would include 186 single-family detached units, 249 single-family attached units, 365 multi-family units, and a 350-room hotel. It is to be noted that some of the 365 multi-family units are proposed to be affordable housing.

The Project trip generation was calculated using trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation Manual 12th Edition*, 2025 for the mixed-use Project. The Project is forecast to generate 7,638 daily trips, 516 trips during the AM peak hour, and 655 trips during the PM peak hour. It is to be noted that the Project site is located within the "Aera Parcel" of the Palm/Goldenwest Specific Plan (SP) which includes a specified trip cap of 21,909 ADT (average daily traffic) per the Palm/Goldenwest SP adopted on February 7, 2000. Given the estimated ADT of the Project's proposed use (i.e., 7,638 daily trips) and the Palm/Goldenwest SP allocated ADT (i.e., 21,909 daily trips), the Project would approximately utilize 35% of the allocated ADT specified in the Palm/Goldenwest SP.

The scope of work for the TIA was provided to the City of Huntington Beach prior to preparation of the TIA. The TIA follows the methodologies and significance criteria set forth in the County of Orange Transportation Implementation Manual.

Intersection Analysis

The following study area intersections were evaluated during the AM and PM peak hours:

1. Pacific Coast Highway (PCH)/Warner Ave
2. Bolsa Chica St/Warner Ave
3. PCH/Seapoint St
4. Seapoint St/Project Dwy
5. Seapoint St/Doral Dr
6. Seapoint St/Garfield Ave
7. Edwards St/Garfield Ave
8. PCH/Northern Project Dwy
9. PCH/Central Project Dwy
10. On-Site Project Roundabout
11. PCH/Southern Project Dwy
12. PCH/Goldenwest St
13. Goldenwest St/Project Dwy
14. Goldenwest St/Orange Ave
15. Goldenwest St/Palm Ave
16. Goldenwest St/Yorktown Ave
17. Goldenwest St/Garfield Ave

18. Goldenwest St/Ellis Ave
19. PCH/17th St
20. PCH/6th St
21. PCH/Main St
22. Main St/Garfield Ave
23. PCH/1st St
24. PCH/Beach Blvd
25. Beach Blvd/Atlanta Ave
26. Beach Blvd/Indianapolis Ave
27. Beach Blvd/Adams Ave
28. Beach Blvd/Yorktown Ave

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

- Existing Conditions: Defined as existing year 2025 conditions.
- Opening Year Conditions: Defined as existing conditions with an annual growth rate of 2% to reflect annual traffic growth for the Project's opening year (2035) and traffic from approved projects in the area.
- Opening Year With Project Conditions: Defined as Opening Year Conditions with the addition of Project traffic.

Existing Intersection Analysis Results

All intersections operate at a satisfactory level of service (LOS) during the AM and PM peak hours under Existing Conditions.

Opening Year Intersection Analysis Results

All intersections are anticipated to operate at a satisfactory LOS during the AM and PM peak hours under Opening Year Conditions.

Opening Year With Project Intersection Analysis Results

All intersections are anticipated to operate at a satisfactory LOS during the AM and PM peak hours under Opening Year With Project Conditions. It is to be noted that the three Project driveway intersections along PCH were analyzed assuming signalized control since traffic signal warrants for all three driveways are met under Opening Year With Project Conditions.

Project Improvements

Improvement is recommended at the following intersection:

Seapoint Street/Project Driveway: Add a southbound 50-feet left-turn lane pocket to enhance safety as vehicles make left-turns into the Project site.

2 INTRODUCTION

2.1 Project Description

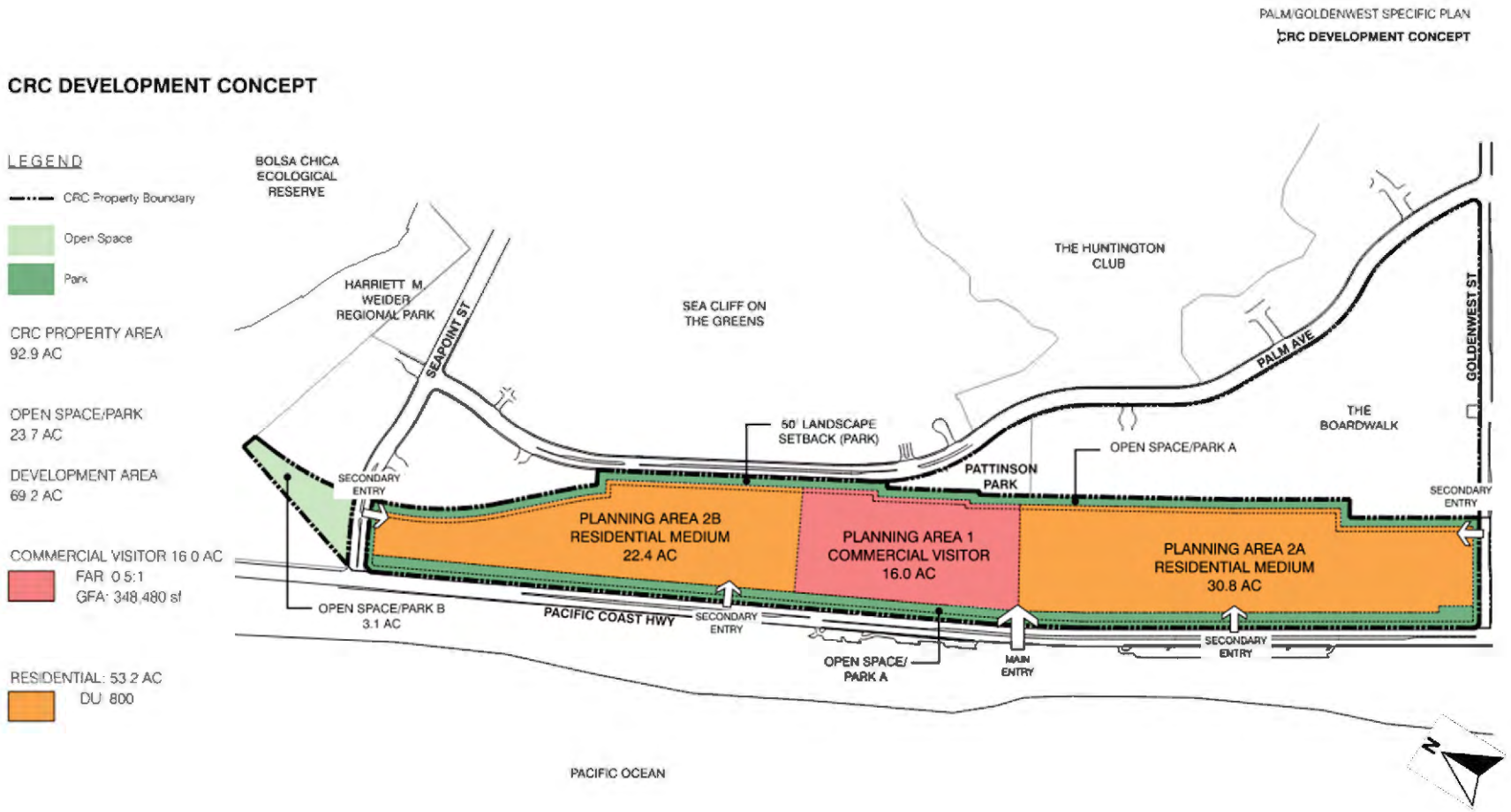
The proposed Project (Palm Goldenwest Specific Plan Amendment) would be located east of Pacific Coast Highway (PCH) between Seapoint Street and Goldenwest Street in the City of Huntington Beach. The Project site is currently used for oil production. The Project proposes to demolish all existing uses on site and redevelop the site with a mixed-use Project which would include 186 single-family detached units, 249 single-family attached units, 365 multi-family units, and a 350-room hotel. It is to be noted that some of the 365 multi-family units are proposed to be affordable housing. The location of the Project is shown in Figure 2.1, *Project Location*. The proposed conceptual Project site plan is shown in Figure 2.2, *Project Conceptual Site Plan*.

The Project site would be accessed through 3 full-access signalized driveways along PCH, 1 full-access two-way stop control driveway along Seapoint Street, and 1 one-way stop control driveway along Goldenwest Street.

Figure 2.1: Project Location



Figure 2.2: Project Conceptual Site Plan



2.2 Study Area and Analysis Scenarios

The study area was established based on the scope of work provided in Appendix A. This TIA includes the analysis of the following intersections:

1. PCH/Warner Ave
2. Bolsa Chica St/Warner Ave
3. PCH/Seapoint St
4. Seapoint St/Project Dwy
5. Seapoint St/Doral Dr
6. Seapoint St/Garfield Ave
7. Edwards St/Garfield Ave
8. PCH/Northern Project Dwy
9. PCH/Central Project Dwy
10. On-Site Project Roundabout
11. PCH/Southern Project Dwy
12. PCH/Goldenwest St
13. Goldenwest St/Project Dwy
14. Goldenwest St/Orange Ave
15. Goldenwest St/Palm Ave
16. Goldenwest St/Yorktown Ave
17. Goldenwest St/Garfield Ave
18. Goldenwest St/Ellis Ave
19. PCH/17th St
20. PCH/6th St
21. PCH/Main St
22. Main St/Garfield Ave
23. PCH/1st St
24. PCH/Beach Blvd
25. Beach Blvd/Atlanta Ave
26. Beach Blvd/Indianapolis Ave
27. Beach Blvd/Adams Ave
28. Beach Blvd/Yorktown Ave

The locations of the study intersections are shown in Figure 2.3, *Project Study Intersections*. The study intersections were evaluated during the peak hours (7-9 AM and 4-6 PM). Turning movement counts were collected on Tuesday, June 3, 2025 (7-9 AM and 4-6 PM) while schools were in session. All traffic count data are provided in Appendix B. AM and PM peak hour traffic operations were evaluated for the following scenarios:

- Existing Conditions: Defined as existing year 2025 conditions.
- Opening Year Conditions: Defined as existing conditions with an annual growth rate of 2% to reflect annual traffic growth for the Project's opening year (2035) and traffic from approved projects in the area.

- Opening Year With Project Conditions: Defined as Opening Year Conditions with the addition of Project traffic.

Figure 2.3: Project Study Intersections



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 generally the best operating conditions. LOS F indicates extremely congested conditions and the worst operating conditions from the driver's perspective. In this report, LOS at unsignalized intersections was calculated using the *Highway Capacity Manual (HCM), 7th Edition*, methodology. LOS at signalized intersections was calculated using the Intersection Capacity Utilization (ICU) methodology which is adopted in Orange County.

The LOS of a signalized intersection shall be based upon the sum of the volume-capacity ratios (V/C) of the critical movements. Table 2.1, *Relationship between V/C Range and LOS at Signalized Intersections*, shows the relationship between volume-capacity ratio and LOS.

Table 2.1: Relationship between V/C Range and LOS at Signalized Intersections

LOS	Volume to Capacity (V/C) Ratio
A	0.00-0.60
B	0.61-0.70
C	0.71-0.80
D	0.81-0.90
E	0.91-1.00
F	1.00+

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, *Relationship Between Delay and LOS at an Unsignalized Intersection*.

Table 2.2: Relationship Between Delay and LOS at 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

The methodology utilized follows the guidelines established by the County of Orange Transportation Implementation Manual (TIM). The acceptable LOS operation standard at intersections is LOS D or better. Intersections operating at LOS D or better without the project and projected to operate at worse than LOS D with project are deemed to be impacted by the project.

3 BASELINE CONDITIONS

This section discusses the Baseline (without Project) traffic conditions. Baseline conditions are those conditions that exist within the study area under existing conditions as well as future estimated conditions without the traffic from the proposed Project. This includes the Existing Conditions and Opening Year Conditions scenarios.

3.1 Existing Transportation System and Access

Regional access to the Project site is provided by California State Route 1 (SR-1), California State Route 39 (SR-39), and Interstate 5 (I-5). Local access is provided by Seapoint Street, Goldenwest Street, Warner Avenue, Edwards Street, Garfield Avenue, Yorktown Avenue, Adams Avenue, Indianapolis Avenue, Atlanta Avenue, and Main Street. The characteristics of each regional access roadway and local access roadway are discussed below:

- **California State Route 1 (SR-1)** also known as the Pacific Coast Highway (PCH), is a major north-south state highway that runs along most of the Pacific coastline of the state of California.
- **California State Route 39 (SR-39)** also known as Beach Boulevard, is a north-south highway that traverses Orange and Los Angeles Counties.
- **Interstate 5 (I-5)** is the main north–south Interstate Highway on the West Coast of the United States, running largely parallel to the Pacific coast of the contiguous U.S. from Mexico to Canada. It travels through the states of California, Oregon, and Washington, serving several large cities on the West Coast, including San Diego, Los Angeles, Sacramento, Portland, and Seattle.
- **Seapoint Street** is a north-south primary (4 lane divided) roadway. It spans between SR-1 and Garfield Avenue. The speed limit on Seapoint Street is 40 MPH.
- **Goldenwest Street** is a north-south major (6 lane divided) roadway. It spans between SR-1 and northern terminus of the City. The speed limit on Goldenwest Street is 50 MPH.
- **Warner Avenue** is ab east-west major (6 lane divided) roadway. It spans between SR-1 and eastern terminus of the City. The speed limit on Warner Avenue is 45 MPH.
- **Edwards Street** is a north-south secondary (4 lane undivided) roadway. It spans between Garfield Avenue and northern terminus of the City. The speed limit on Edwards Street is 40 MPH.
- **Garfield Avenue** is an east-west primary (4 lane divided) roadway that spans between Seapoint Street and eastern terminus of the City. The speed limit on Garfield Avenue is 45 MPH.
- **Yorktown Avenue** is an east-west secondary (4 lane undivided) roadway that spans between Goldenwest Street and Ward Street. The speed limit on Yorktown Avenue is 35 MPH.
- **Adams Avenue** is an east-west major (6 lane divided) roadway that spans between Lake Street and eastern terminus of the City. The speed limit on Adams Avenue is 25 MPH.
- **Indianapolis Avenue** is an east-west secondary (4 lane undivided) roadway that spans between Lake Street and Brookhurst Street. The speed limit on Indianapolis Avenue is 25 MPH.
- **Atlanta Avenue** is an east-west primary (4 lane divided) roadway that spans between Orange Avenue and Brookhurst Street. The speed limit on Atlanta Avenue is 40 MPH.

- **Main Street** is a north-west primary (4 lane divided) roadway that spans between SR-1 and Beach Boulevard. The speed limit on Main Street is 35 MPH.

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

Figure 3.1: Existing Intersection Lane Configuration and Traffic Control



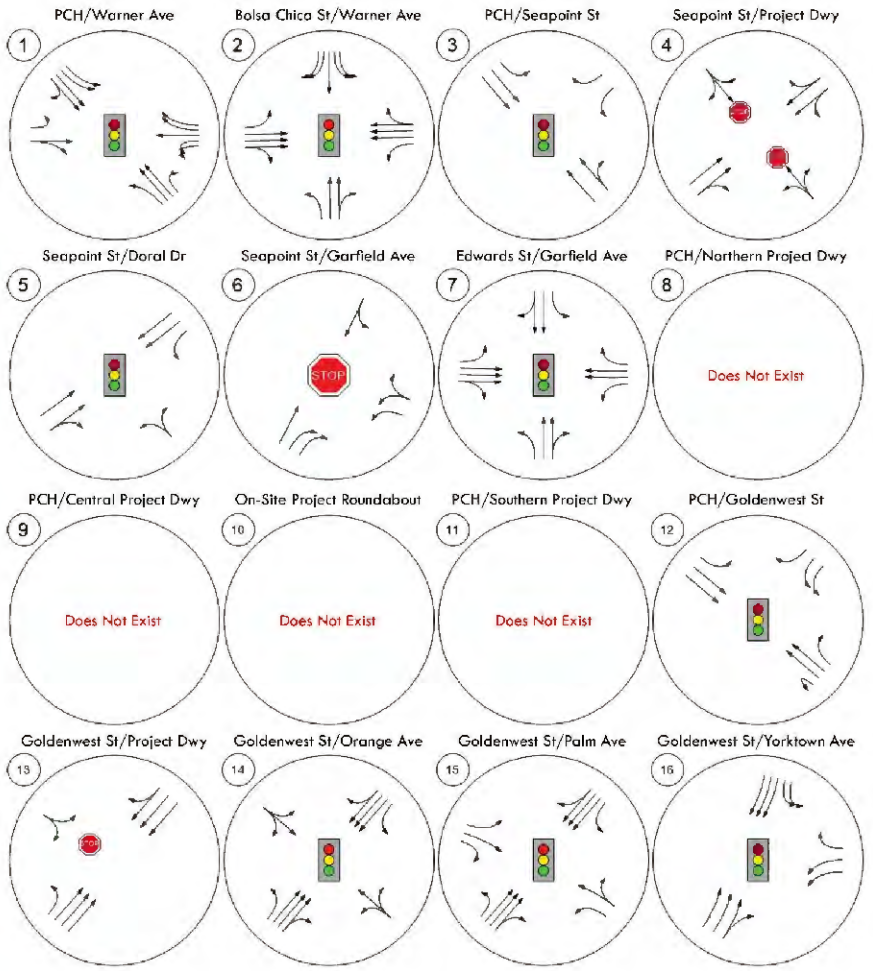
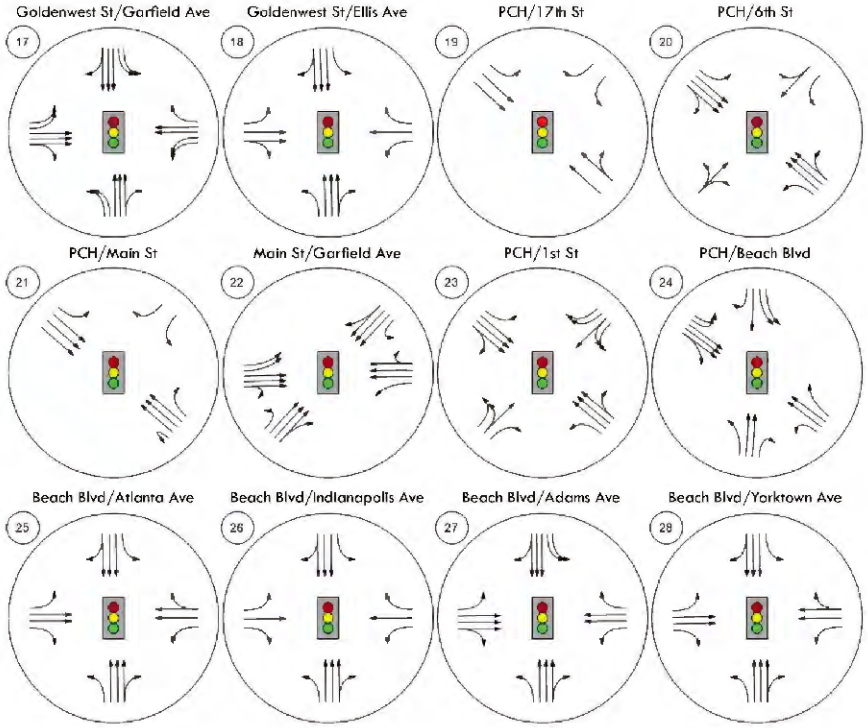


Figure 3.1: Existing Intersection Lane Configuration and Traffic Control (Continued)





3.2 Existing Traffic Volumes and Intersection Operations

The traffic counts for intersections for the Existing Conditions analysis were collected on Tuesday, June 3, 2025. Traffic volumes were collected between 7-9 AM and 4-6 PM. Traffic count sheets are provided in Appendix B. It should be noted that no existing trips were credited at the proposed Project site to provide a conservative analysis. Counts were collected for the following intersections:

1. PCH/Warner Ave
2. Bolsa Chica St/Warner Ave
3. PCH/Seapoint St
4. Seapoint St/Project Dwy
5. Seapoint St/Doral Dr
6. Seapoint St/Garfield Ave
7. Edwards St/Garfield Ave
8. PCH/Northern Project Dwy
9. PCH/Central Project Dwy
10. On-Site Project Roundabout
11. PCH/Southern Project Dwy
12. PCH/Goldenwest St
13. Goldenwest St/Project Dwy
14. Goldenwest St/Orange Ave
15. Goldenwest St/Palm Ave
16. Goldenwest St/Yorktown Ave
17. Goldenwest St/Garfield Ave
18. Goldenwest St/Ellis Ave
19. PCH/17th St
20. PCH/6th St
21. PCH/Main St
22. Main St/Garfield Ave
23. PCH/1st St
24. PCH/Beach Blvd
25. Beach Blvd/Atlanta Ave
26. Beach Blvd/Indianapolis Ave
27. Beach Blvd/Adams Ave
28. Beach Blvd/Yorktown Ave

Existing AM and PM peak hour traffic volumes at the study area intersections are shown in Figures 3.2 and 3.3, respectively.

The existing LOS at the study area intersections is shown in Table 3.1. As described previously in Section 2.3, Methodology, LOS at the study area intersections was determined using the HCM methodology for unsignalized intersections and ICU for signalized intersections. All LOS calculations are provided in Appendix C. As shown in Table 3.1, all intersections operate at a satisfactory LOS during the AM and PM peak hours under Existing Conditions.

Figure 3.2: Existing AM Peak Hour Volumes



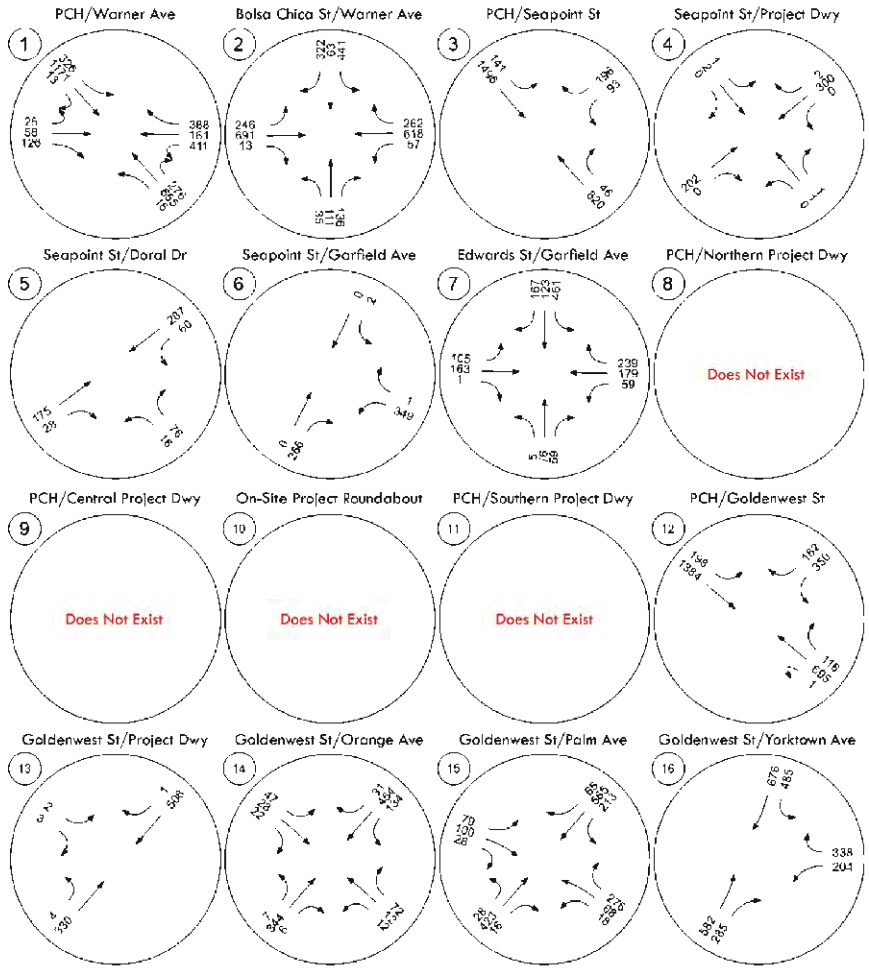


Figure 3.2: Existing AM Peak Hour Volumes (Continued)



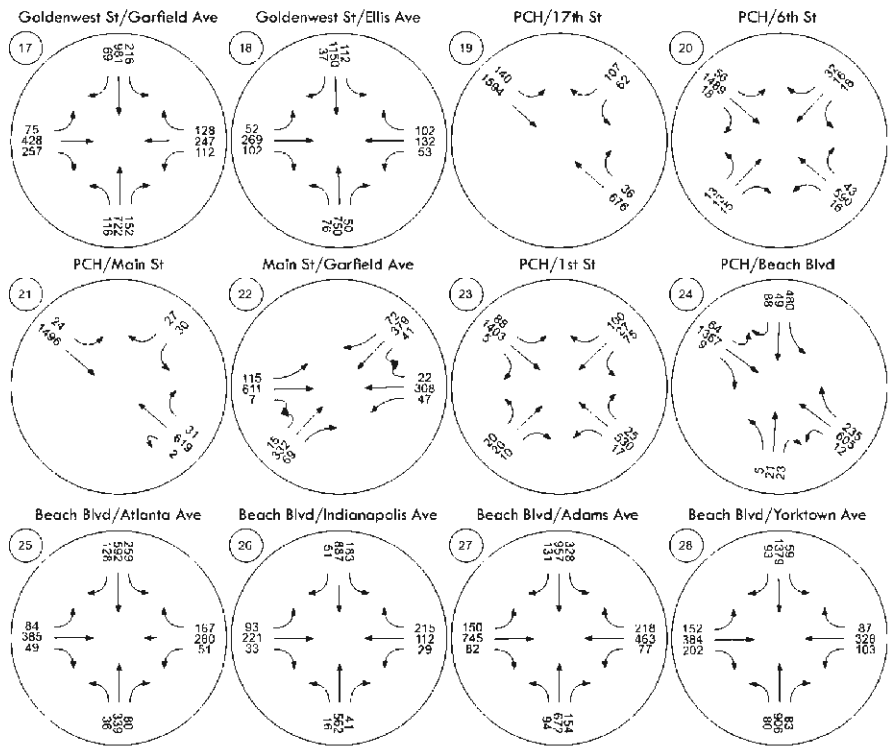


Figure 3.3: Existing PM Peak Hour Volumes

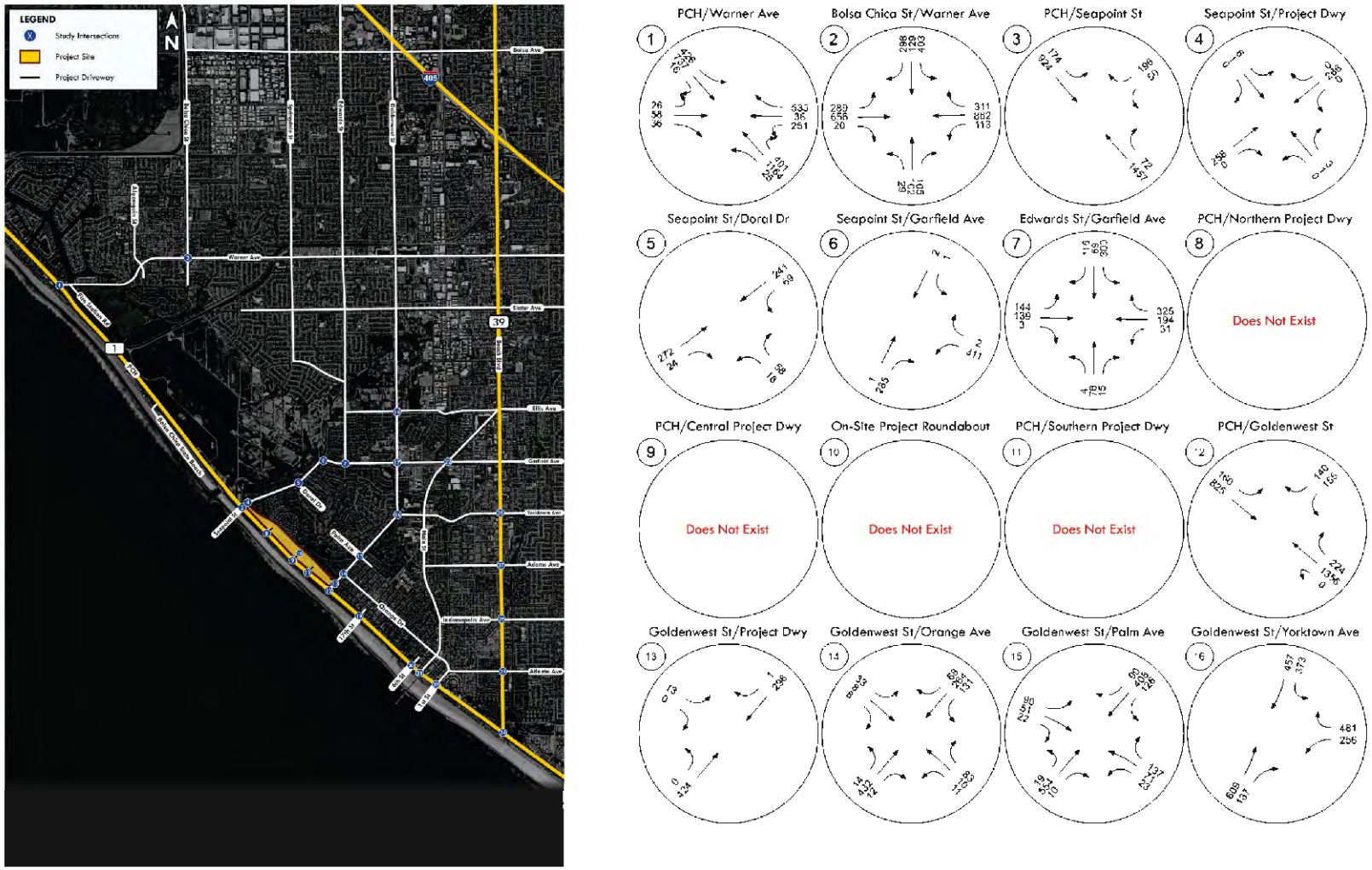


Figure 3.3: Existing PM Peak Hour Volumes (Continued)



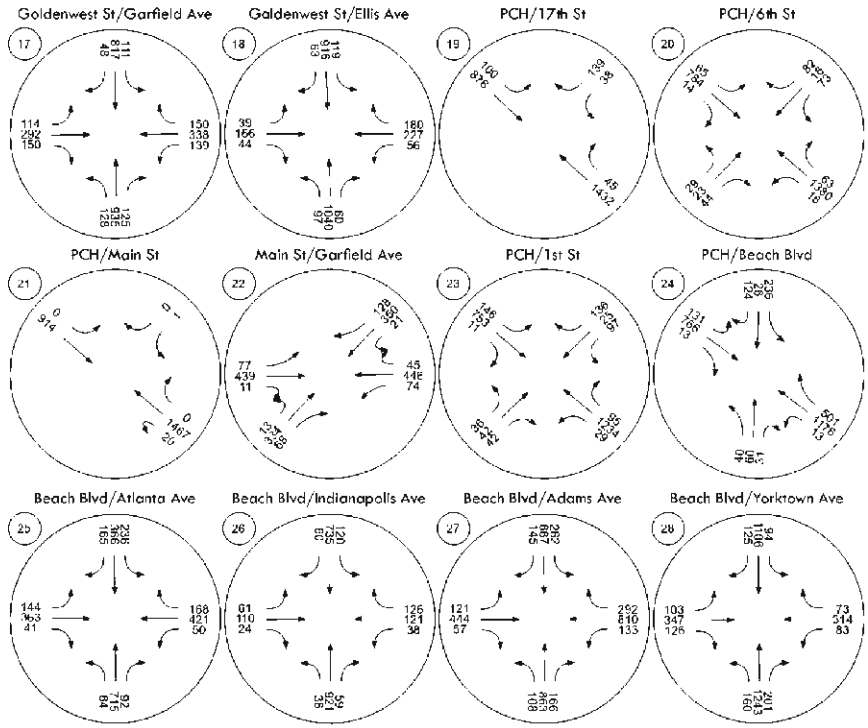


Table 3.1: Existing AM and PM Peak Hour Level of Service

Intersection	Jurisdiction	Methodology	Control Type	Existing Conditions				
				AM Peak		PM Peak		Satisfactory?
				V/C or Delay	LOS	V/C or Delay	LOS	
1. PCH/Warner Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.664	B	0.707	C	Yes
2. Warner Ave/Bolsa Chica St	City of Huntington Beach	ICU	Signal	0.447	A	0.399	A	Yes
3. PCH/Seapoint St	Caltrans/City of Huntington Beach	ICU	Signal	0.602	B	0.650	B	Yes
4. Seapoint St/Project Dwy	City of Huntington Beach	HCM	TWSC	14.2	B	14.4	B	Yes
5. Seapoint St/Doral Dr	City of Huntington Beach	ICU	Signal	0.215	A	0.250	A	Yes
6. Seapoint St/Garfield Ave	City of Huntington Beach	HCM	AWSC	10.4	B	10.1	B	Yes
7. Garfield Ave/Edwards St	City of Huntington Beach	ICU	Signal	0.618	B	0.521	A	Yes
8. PCH/Northern Project Dwy	Caltrans/City of Huntington Beach	ICU	Signal	-	-	-	-	-
9. PCH/Central Project Dwy	Caltrans/City of Huntington Beach	ICU	Signal	-	-	-	-	-
10. On-Site Project Roundabout	City of Huntington Beach	HCM	Rounabout	-	-	-	-	-
11. PCH/Southern Project Dwy	Caltrans/City of Huntington Beach	ICU	Signal	-	-	-	-	-
12. PCH/Goldenwest St	Caltrans/City of Huntington Beach	ICU	Signal	0.622	B	0.647	B	Yes
13. Goldenwest St/Project Dwy	City of Huntington Beach	HCM	TWSC	13.3	B	12.3	B	Yes
14. Goldenwest St/Orange Ave	City of Huntington Beach	ICU	Signal	0.284	A	0.287	A	Yes
15. Goldenwest St/Palm Ave	City of Huntington Beach	ICU	Signal	0.474	A	0.416	A	Yes
16. Goldenwest St/Yorktown Ave	City of Huntington Beach	ICU	Signal	0.684	B	0.660	B	Yes
17. Goldenwest St/Garfield Ave	City of Huntington Beach	ICU	Signal	0.502	A	0.459	A	Yes
18. Goldenwest St/Ellis Ave	City of Huntington Beach	ICU	Signal	0.532	A	0.554	A	Yes
19. PCH/17th St	Caltrans/City of Huntington Beach	ICU	Signal	0.667	B	0.662	B	Yes
20. PCH/6th St	Caltrans/City of Huntington Beach	ICU	Signal	0.432	A	0.556	A	Yes
21. PCH/Main St	Caltrans/City of Huntington Beach	ICU	Signal	0.385	A	0.393	A	Yes
22. Main St/Garfield Ave	City of Huntington Beach	ICU	Signal	0.343	A	0.309	A	Yes
23. PCH/1st St	Caltrans/City of Huntington Beach	ICU	Signal	0.407	A	0.243	A	Yes
24. PCH/Beach Blvd	Caltrans/City of Huntington Beach	ICU	Signal	0.339	A	0.453	A	Yes
25. Beach Blvd/Atlanta Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.370	A	0.458	A	Yes
26. Beach Blvd/Indianapolis Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.504	A	0.441	A	Yes
27. Beach Blvd/Adams Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.505	A	0.551	A	Yes
28. Beach Blvd/Yorktown Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.690	B	0.609	B	Yes

AWSC = All Way Stop Control

TWSC = Two Way Stop Control

V/C = Volume to Capacity (VC) Ratio reported using ICU methodology

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

3.3 Opening Year Traffic Volumes and Intersection Operations

Opening Year traffic volumes were projected by applying a growth rate of 2% to traffic volumes under Existing Conditions and by adding traffic from approved cumulative projects. The approved and pending development projects used in this scenario were provided to EPD by City of Huntington Beach City staff via email on July 3, 2025. A total of eight (8) cumulative development projects are included in this analysis. The locations of the cumulative projects are shown in Figure 3.4. The trip generation for each cumulative project was calculated using trip rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual* (12th Edition, 2025). The trip generation for the cumulative projects is shown in Table 3.2. The AM and PM cumulative projects trip assignments are shown in Figure 3.5 and 3.6 respectively.

It is to be noted that this analysis was conducted using 2035 as the opening year, as opposed to the opening year included in the scope of work due to 2035 being a more realistic year for the Project's completion.

Opening Year AM and PM volumes are illustrated in Figures 3.7 and 3.8, respectively. As described previously in Section 2.3, *Methodology*, LOS at the study area intersections were determined using the HCM methodology for unsignalized intersections and ICU for signalized intersections. The Opening Year LOS throughout the study area is shown in Table 3.3. Detailed LOS calculations are provided in Appendix C. As shown in Table 3.3, all intersections are anticipated to operate at a satisfactory LOS during the AM and PM peak hours under Opening Year Conditions.

Table 3.2: Cumulative Project 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	9.09	0.19	0.51	0.70	0.58	0.35	0.93
932 High-Turnover (Sit-Down) Restaurant[2]		1000 Sq. Ft. GFA	103.75	4.93	4.04	8.97	5.60	3.58	9.18
821 Shopping Plaza (40-150k)[3]		1000 Sq. Ft. GLA	101.43	2.12	1.42	3.54	4.20	4.38	8.58
220 Multifamily Housing (Low-Rise)[4]		Dwelling Units	6.21	0.10	0.31	0.41	0.32	0.20	0.52
822 Strip Retail Plaza (<40k)[5]		1000 Sq. Ft. GLA	54.45	2.16	1.77	3.93	3.14	3.15	6.29
215 Single-Family Attached Housing[6]		Dwelling Units	6.57	0.12	0.35	0.47	0.29	0.22	0.51
492 Health/Fitness Club[7]		1000 Sq. Ft. GFA	30.02	0.91	0.88	1.79	2.15	1.62	3.77
221 Multifamily Housing (Mid-Rise)[8]		Dwelling Units	4.46	0.09	0.29	0.38	0.24	0.14	0.38
Project Trip Generation									
1. Single-Family Detached Housing[1]	10	Dwelling Units	91	2	5	7	6	4	10
2. Huntington's on the Pier - High-Turnover (Sit-Down) Restaurant[2]	1.35	1000 Sq. Ft. GFA	140	7	5	12	8	5	13
Pass By (Daily 0%, AM 0%, PM 43%)			-	-	-	-	-3	-2	-5
Total High-Turnover (Sit-Down) Restaurant Trip Generation			140	7	5	12	5	3	8
3. Mixed Use Development - Shopping Plaza (40-150k)[3]	42	1000 Sq. Ft. GLA	4,260	89	59	148	177	184	361
Pass By (Daily 0%, AM 0%, PM 40%)			-	-	-	-	-71	-74	-145
Total Shopping Plaza (40-150k) Trip Generation			4,260	89	59	148	106	110	216
Multifamily Housing (Low-Rise)[4]	28	Dwelling Units	174	3	9	12	9	6	15
4. Third Street Mixed-Use - Strip Retail Plaza (<40k)[5]	35	1000 Sq. Ft. GLA	1,906	76	62	138	110	110	220
5. Third Street Mixed-Use - Single-Family Attached Housing[6]	4	Dwelling Units	26	1	1	2	1	1	2
6. The Huntington Club Remodel and Bungalows - Health/Fitness Club[7]	60	1000 Sq. Ft. GFA	1,801	55	53	108	129	97	226
Multifamily Housing (Low-Rise)[4]	4	Dwelling Units	25	1	1	2	1	1	2
7. Delaware Housing - Multifamily Housing (Mid-Rise)[8]	346	Dwelling Units	1,543	30	101	131	84	47	131
8. Holly Triangle Residential - Multifamily Housing (Low-Rise)[4]	35	Dwelling Units	217	3	11	14	11	7	18
Total Project Trip Generation			**10,183**	**267**	**307**	**574**	**462**	**386**	**848**

[1]Institute of Transportation Engineers, Trip Generation, 12th Edition, 2025. Land Use Code 210 - Single-Family Detached Housing (Average Rate).

[2]Institute of Transportation Engineers, Trip Generation, 12th Edition, 2025. Land Use Code 932 - High-Turnover (Sit-Down) Restaurant (Average Rate).

[3]Institute of Transportation Engineers, Trip Generation, 12th Edition, 2025. Land Use Code 821 - Shopping Plaza (40-150k) (Average Rate).

[4]Institute of Transportation Engineers, Trip Generation, 12th Edition, 2025. Land Use Code 220 - Multifamily Housing (Low-Rise) (Average Rate).

[5]Institute of Transportation Engineers, Trip Generation, 12th Edition, 2025. Land Use Code 822 - Strip Retail Plaza (<40k) (Average Rate).

[6]Institute of Transportation Engineers, Trip Generation, 12th Edition, 2025. Land Use Code 215 - Single-Family Attached Housing (Average Rate).

[7]Institute of Transportation Engineers, Trip Generation, 12th Edition, 2025. Land Use Code 492 - Health/Fitness Club (Average Rate).

[8]Institute of Transportation Engineers, Trip Generation, 12th Edition, 2025. Land Use Code 221 - Multifamily Housing (Mid-Rise) (Average Rate).

Figure 3.4: Location of Cumulative Project



Figure 3.5: Cumulative Projects AM Trip Assignment



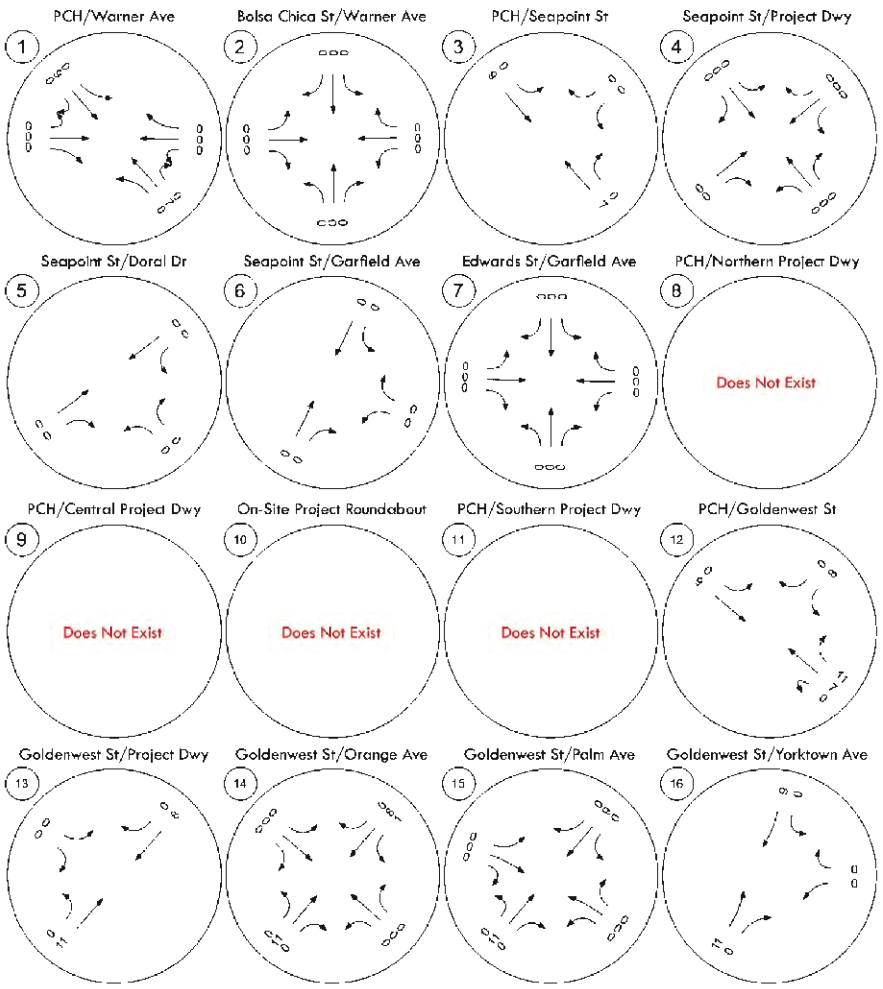


Figure 3.5: Cumulative Projects AM Trip Assignment (Continued)



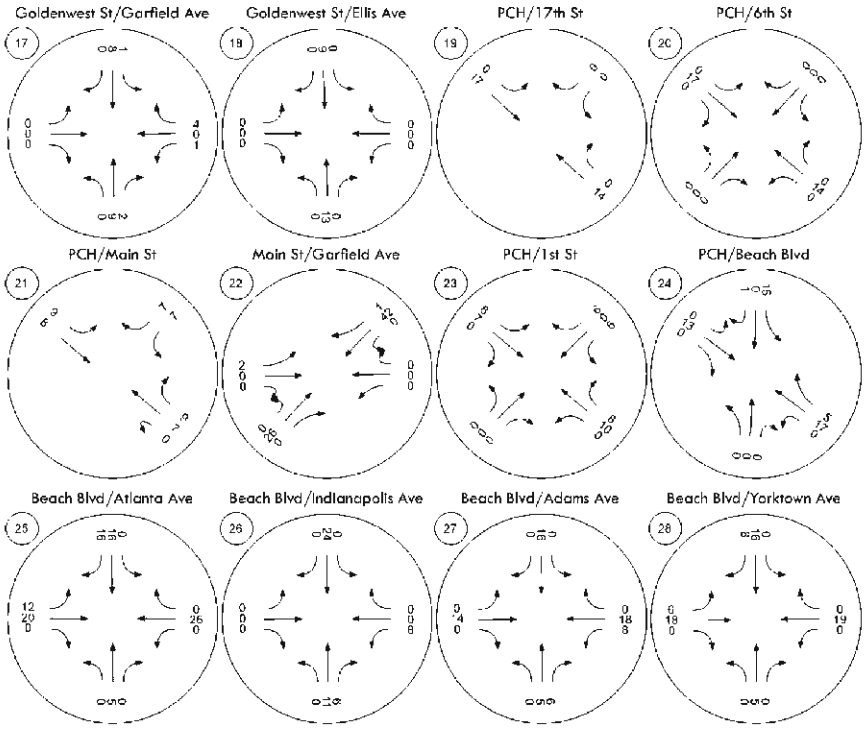


Figure 3.6: Cumulative Projects PM Trip Assignment



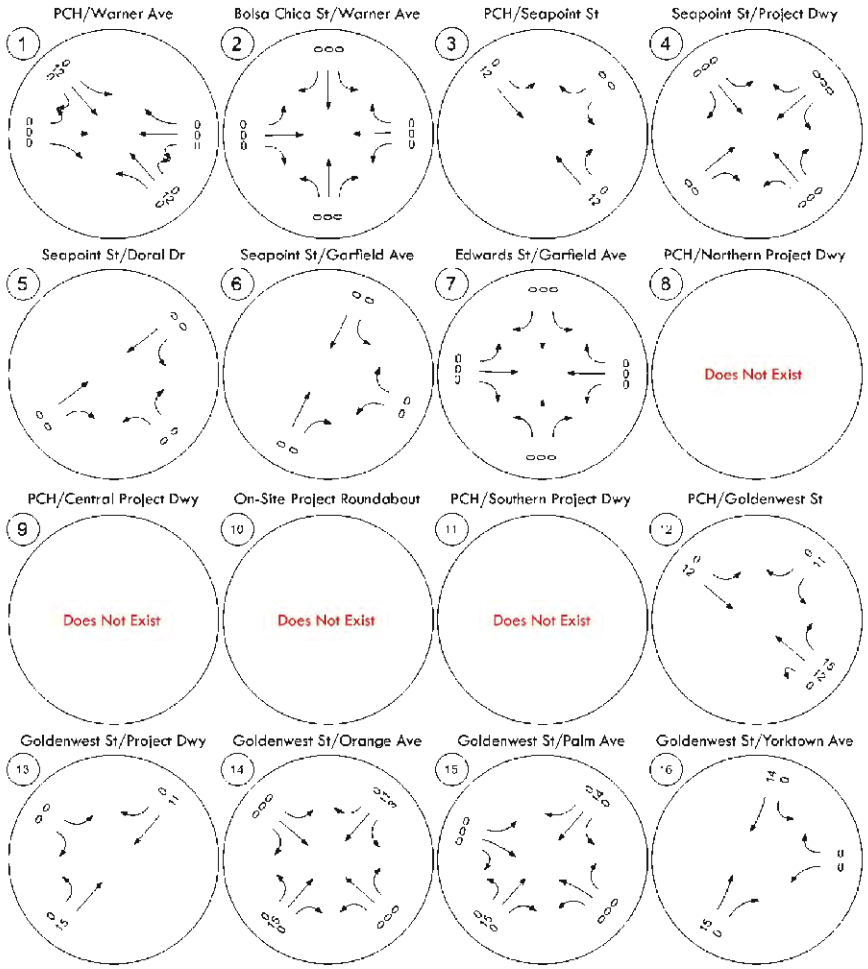


Figure 3.6: Cumulative Projects PM Trip Assignment (Continued)



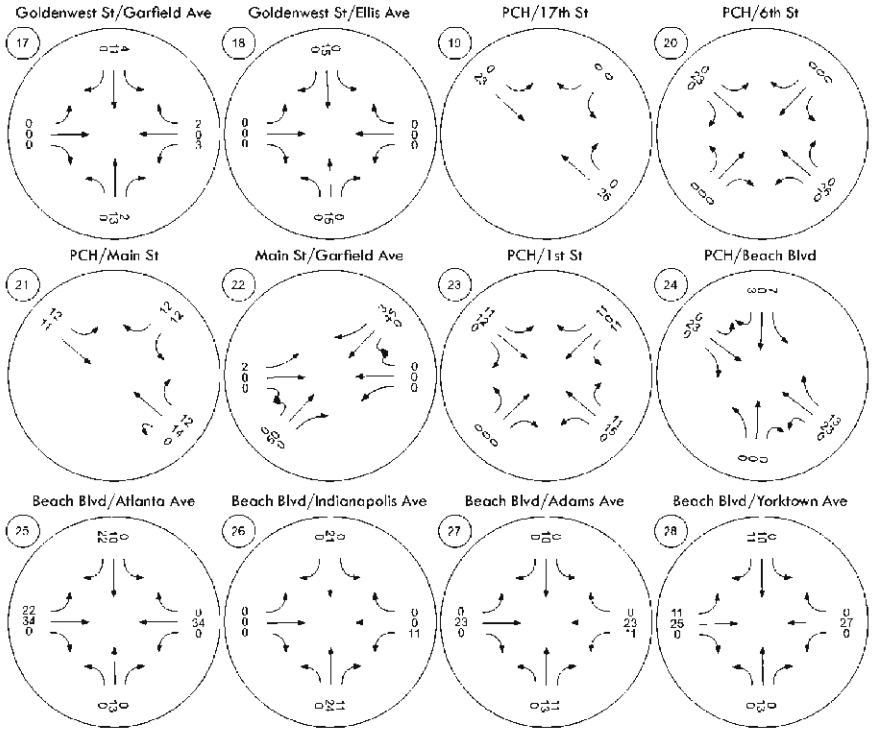


Figure 3.7: Opening Year AM Traffic Volumes



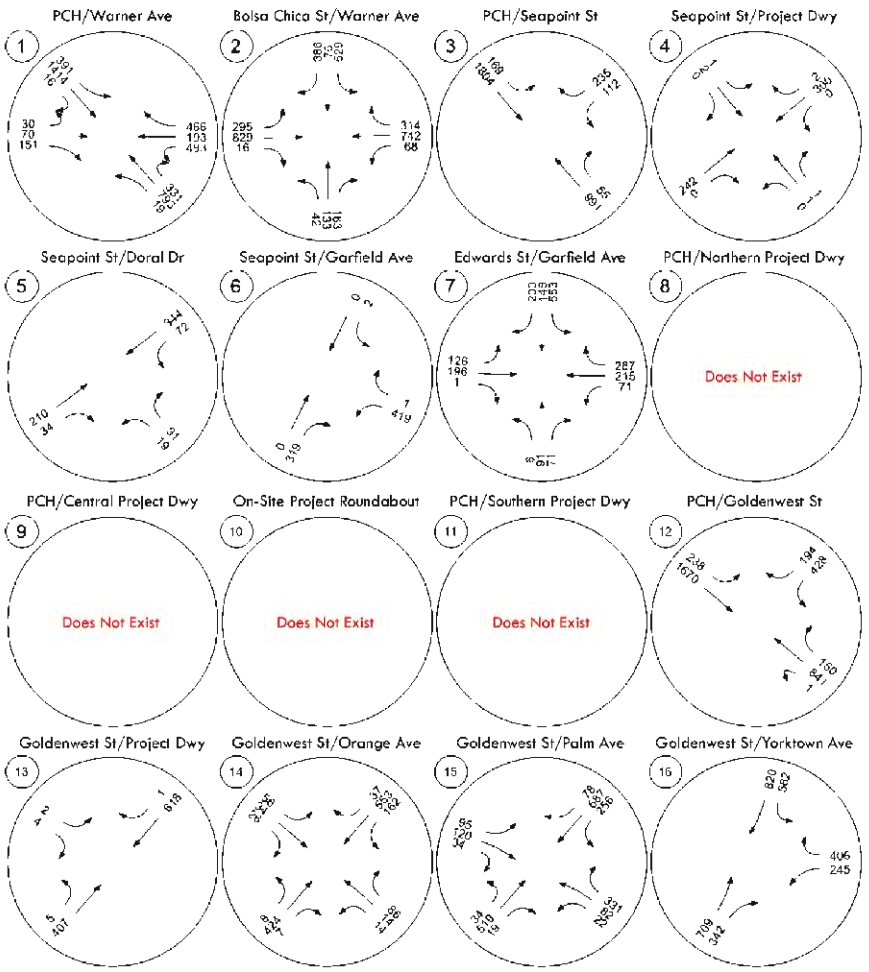


Figure 3.7: Opening Year AM Traffic Volumes (Continued)



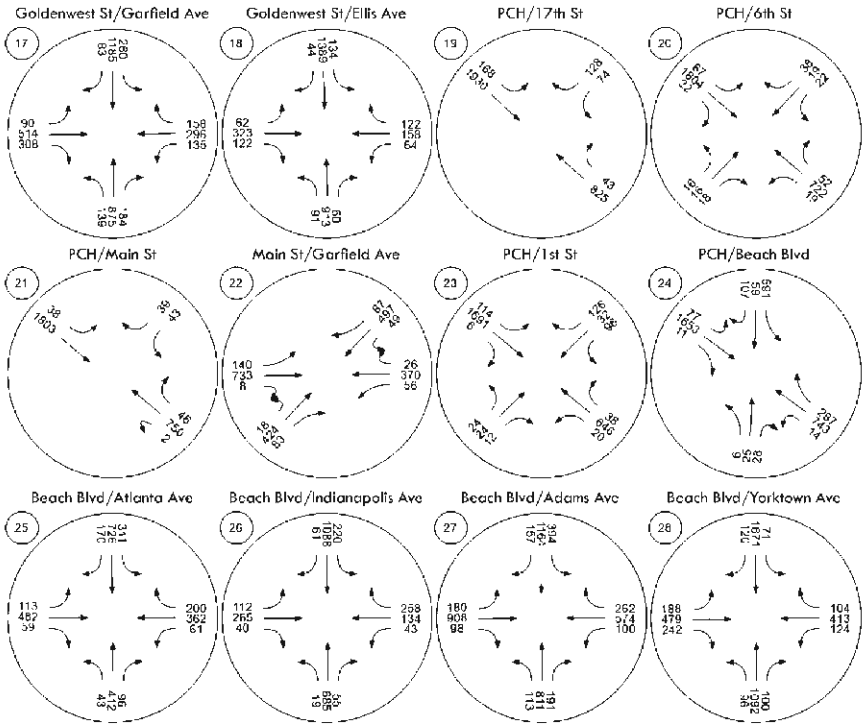


Figure 3.8: Opening Year PM Traffic Volumes

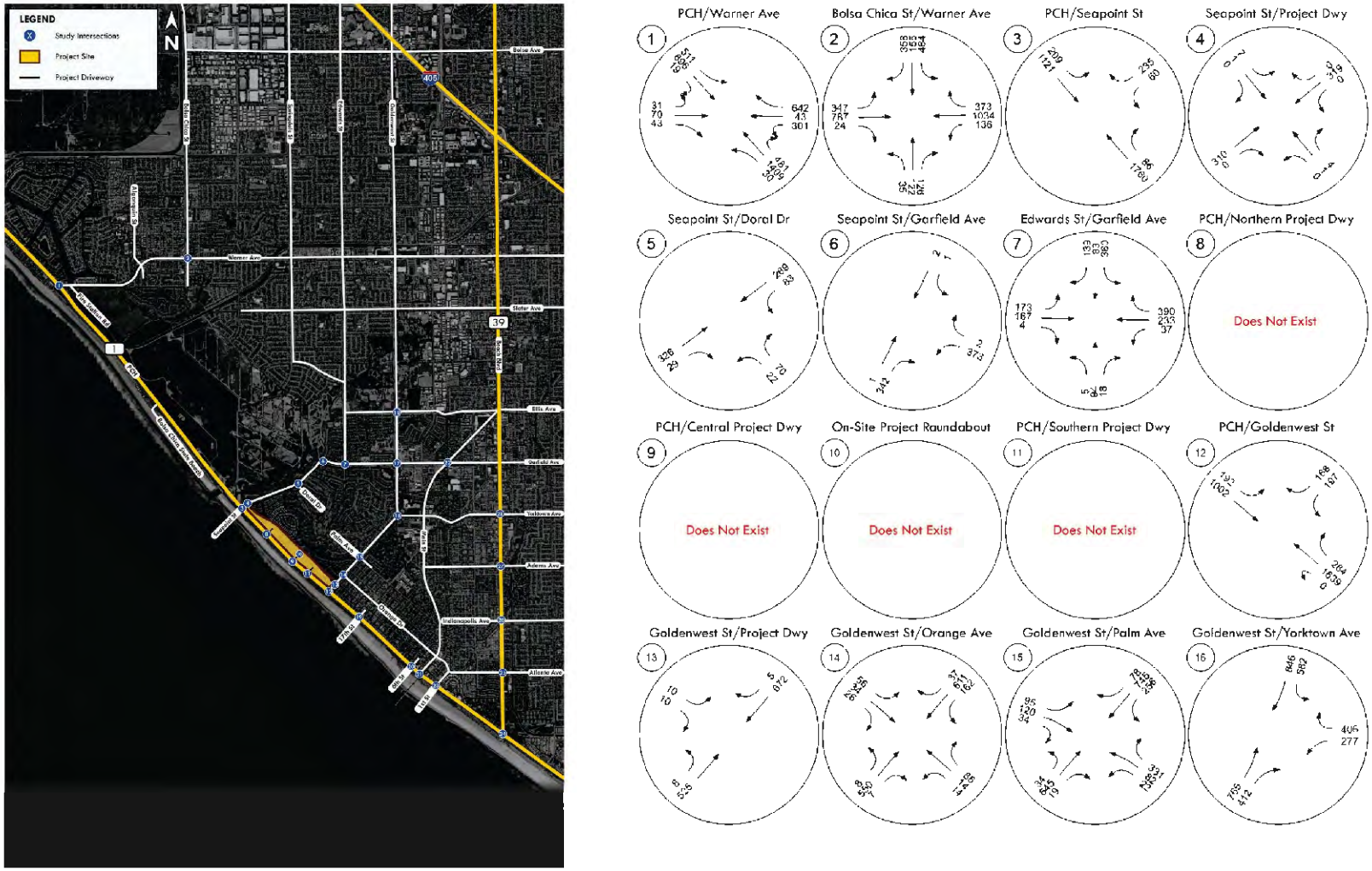


Figure 3.8: Opening Year PM Traffic Volumes (Continued)



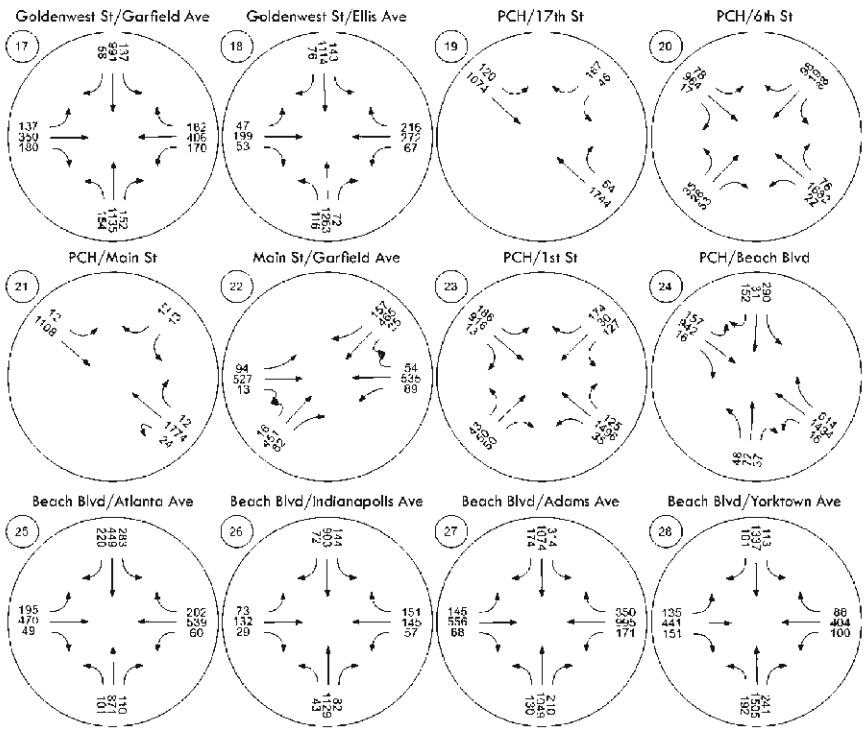


Table 3.3: Opening Year AM and PM Peak Hour Level of Service

Intersection	Jurisdiction	Methodology	Control Type	Opening Year Conditions				
				AM Peak		PM Peak		
				V/C or Delay	LOS	V/C or Delay	LOS	Satisfactory?
1. PCH/Warner Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.774	C	0.799	C	Yes
2. Warner Ave/Bolsa Chica St	City of Huntington Beach	ICU	Signal	0.457	A	0.466	A	Yes
3. PCH/Seapoint St	Caltrans/City of Huntington Beach	ICU	Signal	0.678	B	0.783	C	Yes
4. Seapoint St/Project Dwy	City of Huntington Beach	HCM	TWSC	15.0	C	14.9	B	Yes
5. Seapoint St/Doral Dr	City of Huntington Beach	ICU	Signal	0.239	A	0.268	A	Yes
6. Seapoint St/Garfield Ave	City of Huntington Beach	HCM	AWSC	10.8	B	10.5	B	Yes
7. Garfield Ave/Edwards St	City of Huntington Beach	ICU	Signal	0.637	B	0.573	A	Yes
8. PCH/Northern Project Dwy	Caltrans/City of Huntington Beach	ICU	Signal	-	-	-	-	-
9. PCH/Central Project Dwy	Caltrans/City of Huntington Beach	ICU	Signal	-	-	-	-	-
10. On-Site Project Roundabout	City of Huntington Beach	HCM	Rounabout	-	-	-	-	-
11. PCH/Southern Project Dwy	Caltrans/City of Huntington Beach	ICU	Signal	-	-	-	-	-
12. PCH/Goldenwest St	Caltrans/City of Huntington Beach	ICU	Signal	0.700	C	0.754	C	Yes
13. Goldenwest St/Project Dwy	City of Huntington Beach	HCM	TWSC	14.7	B	12.7	B	Yes
14. Goldenwest St/Orange Ave	City of Huntington Beach	ICU	Signal	0.313	A	0.322	A	Yes
15. Goldenwest St/Palm Ave	City of Huntington Beach	ICU	Signal	0.549	A	0.451	A	Yes
16. Goldenwest St/Yorktown Ave	City of Huntington Beach	ICU	Signal	0.698	B	0.746	C	Yes
17. Goldenwest St/Garfield Ave	City of Huntington Beach	ICU	Signal	0.528	A	0.526	A	Yes
18. Goldenwest St/Ellis Ave	City of Huntington Beach	ICU	Signal	0.556	A	0.609	B	Yes
19. PCH/17th St	Caltrans/City of Huntington Beach	ICU	Signal	0.727	C	0.779	C	Yes
20. PCH/6th St	Caltrans/City of Huntington Beach	ICU	Signal	0.480	A	0.576	A	Yes
21. PCH/Main St	Caltrans/City of Huntington Beach	ICU	Signal	0.423	A	0.424	A	Yes
22. Main St/Garfield Ave	City of Huntington Beach	ICU	Signal	0.373	A	0.355	A	Yes
23. PCH/1st St	Caltrans/City of Huntington Beach	ICU	Signal	0.467	A	0.250	A	Yes
24. PCH/Beach Blvd	Caltrans/City of Huntington Beach	ICU	Signal	0.384	A	0.517	A	Yes
25. Beach Blvd/Atlanta Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.412	A	0.541	A	Yes
26. Beach Blvd/Indianapolis Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.528	A	0.522	A	Yes
27. Beach Blvd/Adams Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.585	A	0.629	B	Yes
28. Beach Blvd/Yorktown Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.745	C	0.703	C	Yes

AWSC = All Way Stop Control

TWSC = Two Way Stop Control

V/C = Volume to Capacity (VC) Ratio reported using ICU methodology

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

4 PROPOSED PROJECT

4.1 Project Trip Generation

The Project trip generation was calculated using trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation Manual 12th Edition*, 2025 for the mixed-use Project. Table 4.1 shows the proposed Project's trip generation. As shown in Table 4.1, the Project is forecast to generate 7,638 daily trips, 516 trips during the AM peak hour, and 655 trips during the PM peak hour. It is to be noted that the Project site is located within the "Aera Parcel" of the Palm/Goldenwest Specific Plan (SP) which includes a specified trip cap of 21,909 ADT (average daily traffic) per the Palm/Goldenwest SP adopted on February 7, 2000. Given the estimated ADT of the Project's proposed use (i.e., 7,638 daily trips) and the Palm/Goldenwest SP allocated ADT (i.e., 21,909 daily trips), the Project would approximately utilize 35% of the allocated ADT specified in the Palm/Goldenwest SP.

Table 4.1: Project Trip Generation

Land Use		Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
Single-Family Detached Housing[1]		DU	9.09	0.19	0.51	0.70	0.58	0.35	0.93
Single-Family Attached Housing[2]		DU	6.57	0.12	0.35	0.47	0.29	0.22	0.51
Multifamily Housing (Low-Rise)[3]		DU	6.21	0.10	0.31	0.41	0.32	0.20	0.52
Hotel[4]		Rooms	5.84	0.18	0.16	0.34	0.24	0.23	0.47
Project Trip Generation									
Single-Family Detached Housing[1]	186	DU	1,691	35	95	130	107	66	173
Single-Family Attached Housing[2]	249	DU	1,636	29	88	117	72	55	127
Multifamily Housing (Low-Rise)[3]	365	DU	2,267	36	114	150	118	72	190
Hotel[4]	350	Rooms	2,044	62	57	119	84	81	165
Total Project Trip Generation			**7,638**	**162**	**354**	**516**	**381**	**274**	**655**

DU: Dwelling Unit

[1] Institute of Transportation Engineers, Trip Generation, 12th Edition, 2025. Land Use Code 210 - Single-Family Detached Housing (Average Rate).

[2] Institute of Transportation Engineers, Trip Generation, 12th Edition, 2025. Land Use Code 215 - Single-Family Attached Housing (Average Rate).

[3] Institute of Transportation Engineers, Trip Generation, 12th Edition, 2025. Land Use Code 220 - Multifamily Housing (Low-Rise) (Average Rate).

[4] Institute of Transportation Engineers, Trip Generation, 12th Edition, 2025. Land Use Code 310 - Hotel (Average Rate).

4.2 Project Trip Distribution and Assignment

Project trips were distributed to the study area intersections primarily based on the trip distribution generated by the Orange County Transportation Analysis Model (OCTAM) which is provided in Appendix D. minor modifications were made to the OCTAM trip distribution based on location of the Project and logical routes of travel to and from the site. The Project's trip distribution is shown in Figure 4.1. Project trips were assigned to the study area intersections by multiplying the Project trip generation by the trip distribution percentage at each location. Project AM and PM trip assignments are shown in Figures 4.2 and 4.3, respectively. Trip distributions at Project driveways are provided in Appendix E.

Figure 4.1: Project Trip Distribution



Figure 4.2: Project AM Trip Assignment

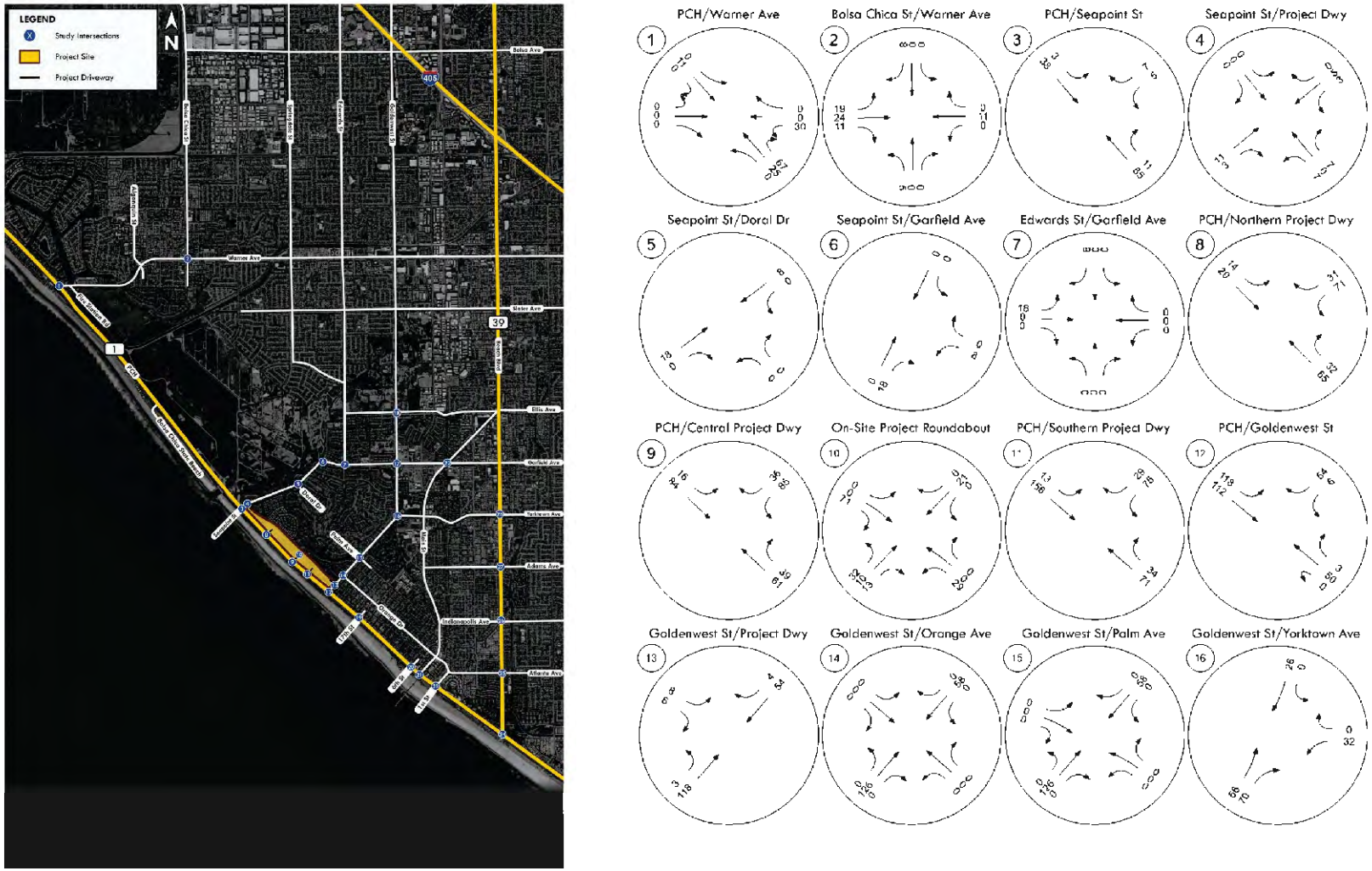


Figure 4.3: Project AM Trip Assignment (Continued)



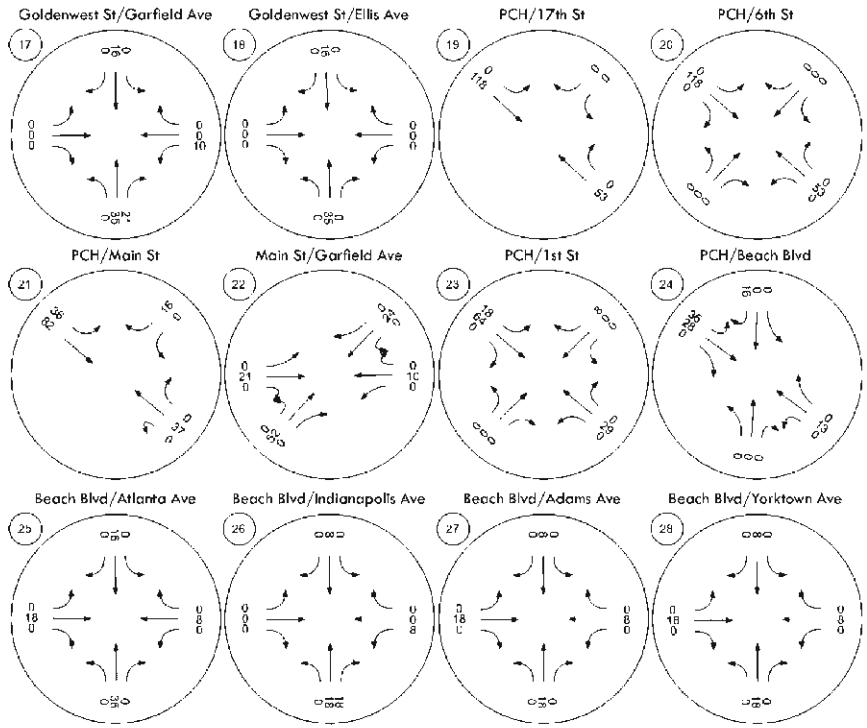


Figure 4.3: Project PM Trip Assignment

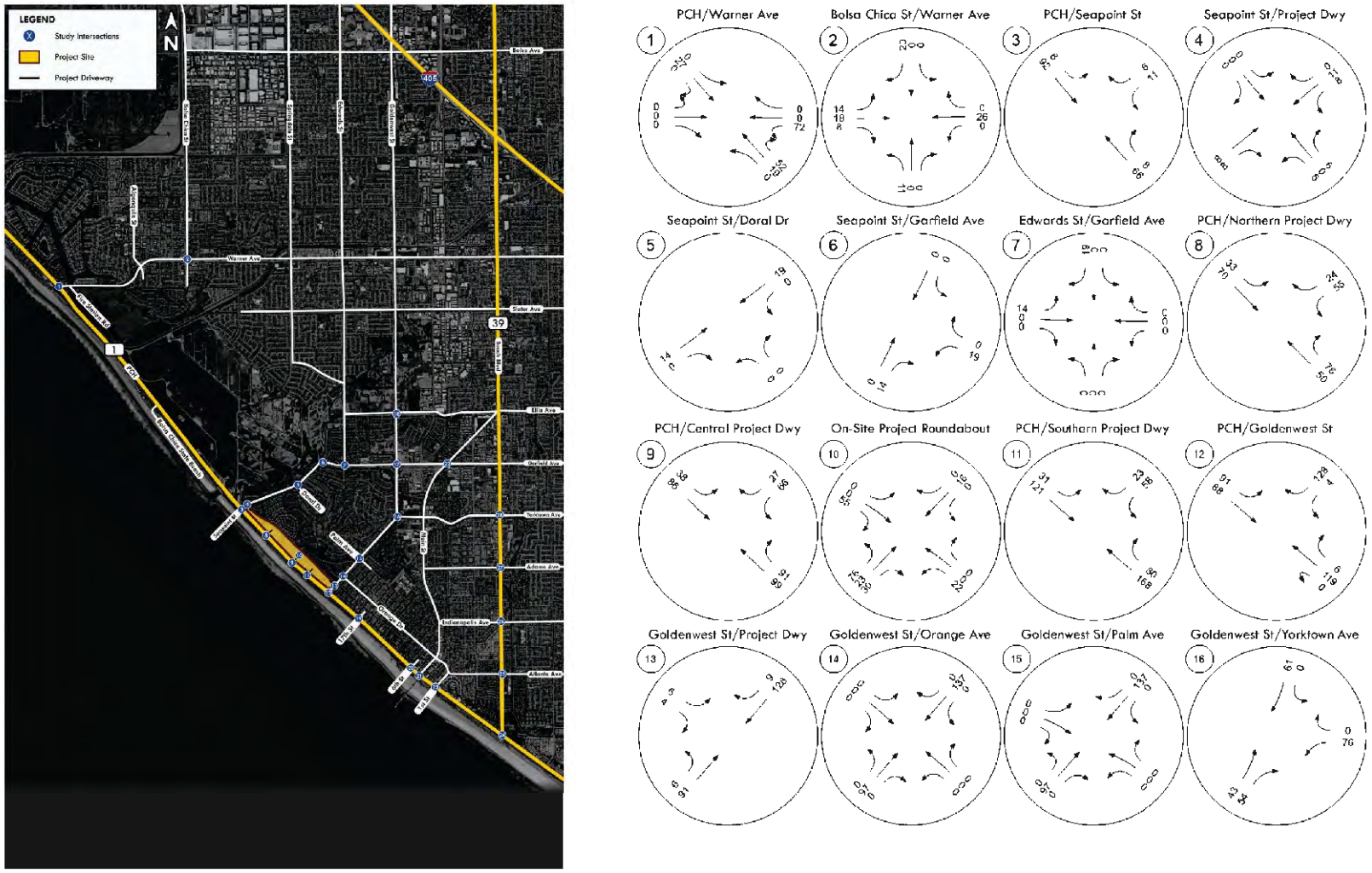
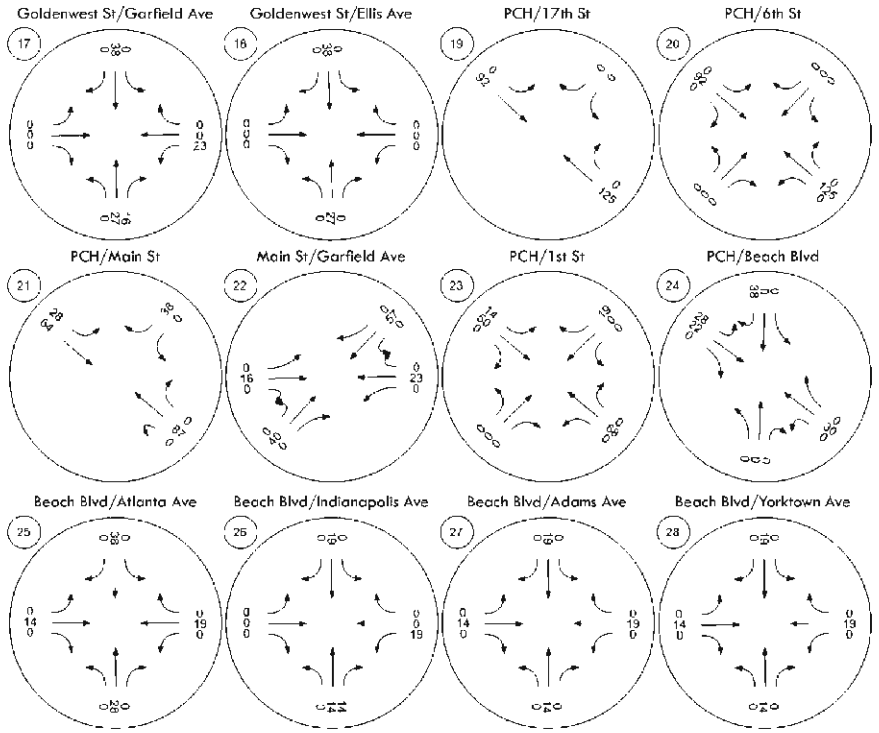


Figure 4.3: Project PM Trip Assignment (Continued)





5 WITH PROJECT CONDITIONS

5.1 Opening Year With Project Conditions

Opening Year With Project traffic volumes were determined by adding the Project trips to the Opening Year traffic volumes. Opening Year With Project AM and PM peak hour traffic volumes at the study area intersections are shown in Figures 5.1 and 5.2, respectively. It is to be noted that under Opening Year With Project Conditions, intersection 4 (Seapoint Street/Project Driveway) was analyzed with a southbound left-turn lane pocket to enhance safety as vehicles make left-turns into the Project site. Additionally, as concluded in Section 6, *Traffic Control and Signal Warrant Analysis at Project Driveways Along Pacific Coast Highway*, since project driveway intersections are anticipated to operate at unsatisfactory Level of Service (LOS F) with two-way stop control and since traffic signal warrants are met at all project driveways along PCH, the Opening Year With Project Conditions analysis assumes signalized control at all three driveways intersecting with PCH.

As described previously in Section 2.3, *Methodology*, LOS at the study area intersections was determined using the HCM methodology for unsignalized intersections and ICU for signalized intersections. The Opening Year With Project LOS throughout the study area is shown in Table 5.1. All LOS calculations are provided in Appendix C. As shown in Table 5.1, all intersections are anticipated to operate at a satisfactory LOS during the AM and PM peak hours under Opening Year With Project Conditions.

Figure 5.1: Opening Year With Project AM Peak Hour Traffic Volumes

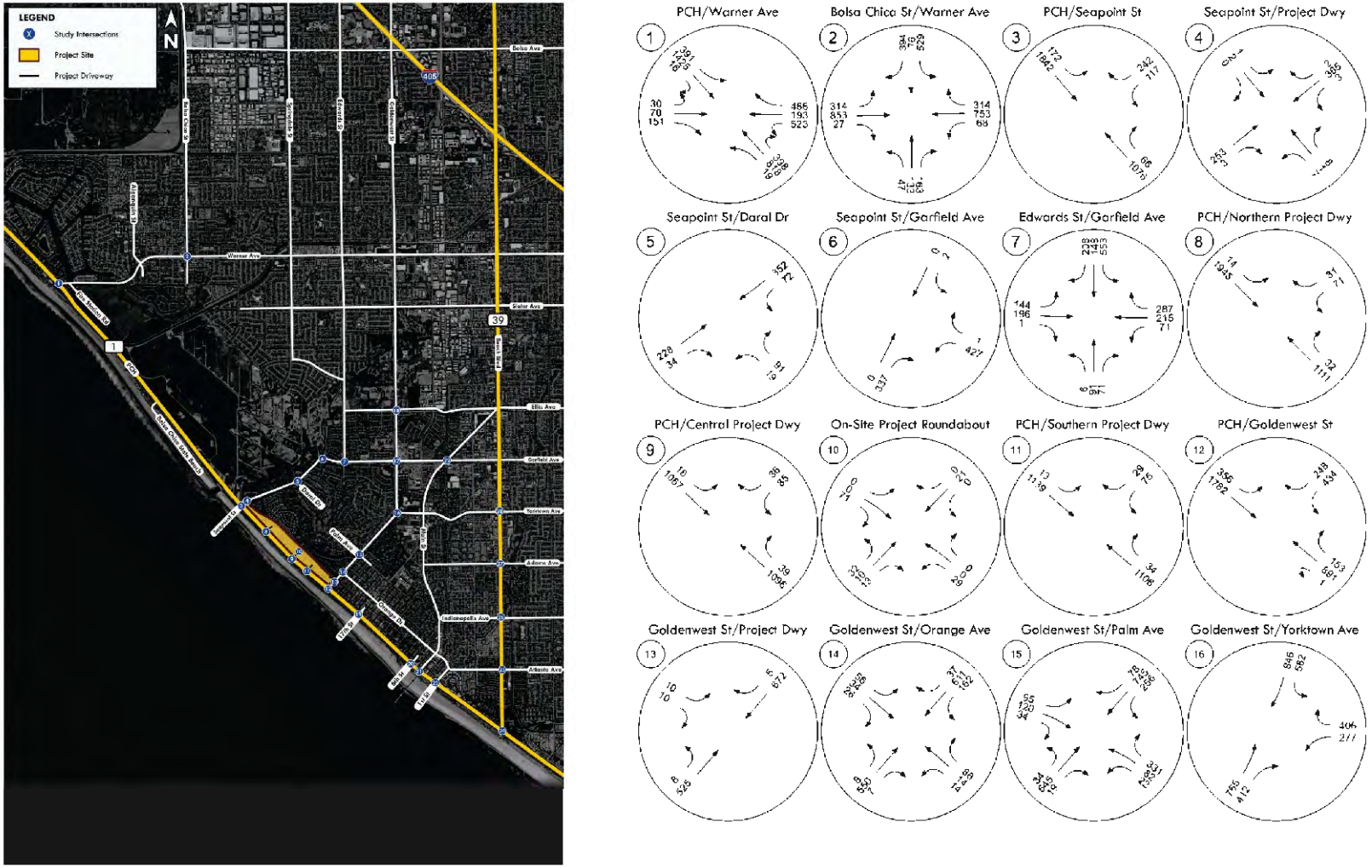


Figure 5.1: Opening Year With Project AM Peak Hour Traffic Volumes (Continued)



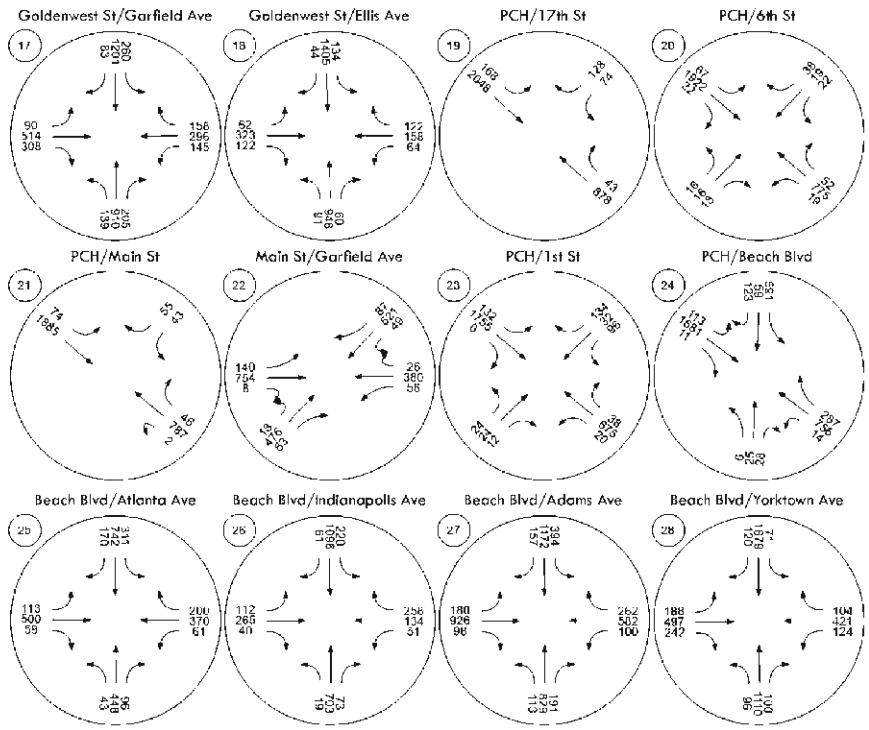


Figure 5.2: Opening Year With Project PM Peak Hour Traffic Volumes



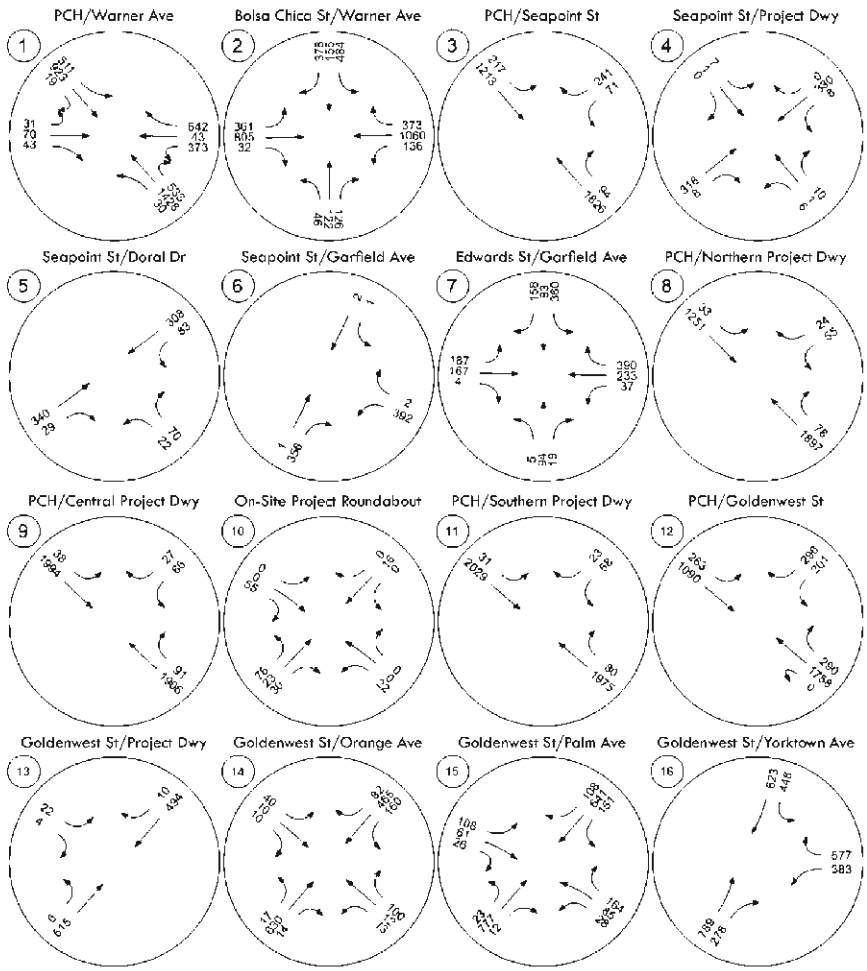


Figure 5.2: Opening Year With Project PM Peak Hour Traffic Volumes (Continued)



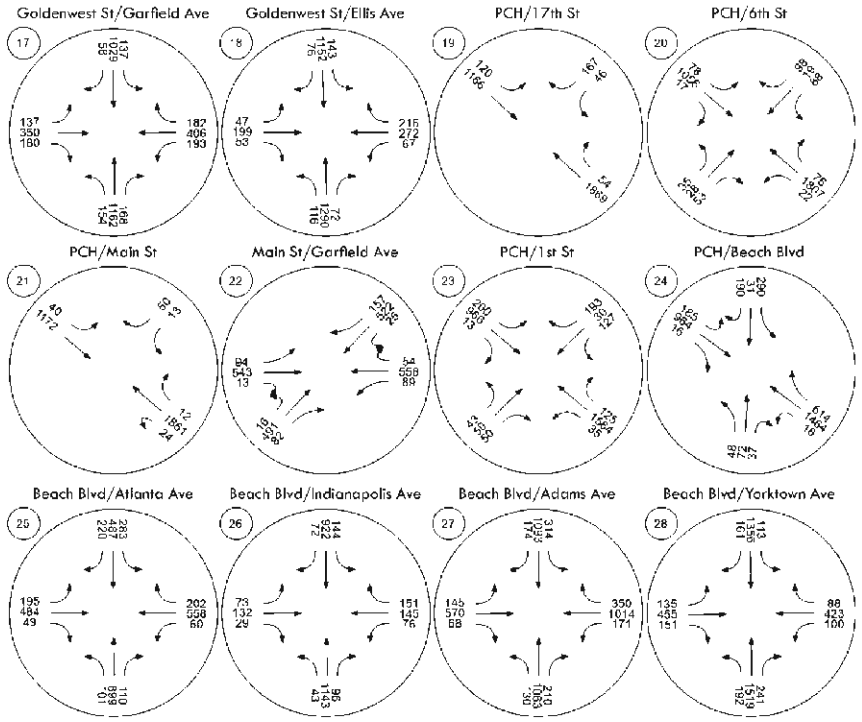


Table 5.1: Opening Year With Project AM and PM Peak Hour LOS

Intersection	Jurisdiction	Methodology	Control Type	Opening Year Conditions				Opening Year With Project Conditions				Increase in V/C or Delay		Satisfactory?
				AM Peak		PM Peak		AM Peak		PM Peak		AM Peak	PM Peak	
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS			
1. PCH/Warner Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.774	C	0.799	C	0.786	C	0.827	D	0.012	0.028	Yes
2. Warner Ave/Bolsa Chica St	City of Huntington Beach	ICU	Signal	0.457	A	0.466	A	0.469	A	0.474	A	0.012	0.008	Yes
3. PCH/Seapoint St	Caltrans/City of Huntington Beach	ICU	Signal	0.678	B	0.783	C	0.693	B	0.817	D	0.015	0.034	Yes
4. Seapoint St/Project Dwy	City of Huntington Beach	HCM	TWSC	15.0	C	14.9	B	15.5	C	15.6	C	0.500	0.700	Yes
5. Seapoint St/Doral Dr	City of Huntington Beach	ICU	Signal	0.239	A	0.268	A	0.244	A	0.273	A	0.005	0.005	Yes
6. Seapoint St/Garfield Ave	City of Huntington Beach	HCM	AWSC	10.8	B	10.5	B	11.0	B	10.7	B	0.200	0.200	Yes
7. Garfield Ave/Edwards St	City of Huntington Beach	ICU	Signal	0.637	B	0.573	A	0.648	B	0.582	A	0.011	0.009	Yes
8. PCH/Northern Project Dwy	Caltrans/City of Huntington Beach	ICU	Signal	-	-	-	-	0.696	B	0.691	B	-	-	Yes
9. PCH/Central Project Dwy	Caltrans/City of Huntington Beach	ICU	Signal	-	-	-	-	0.452	A	0.707	C	-	-	Yes
10. On-Site Project Roundabout	City of Huntington Beach	HCM	Rounabout	-	-	-	-	3.1	A	3.3	A	-	-	Yes
11. PCH/Southern Project Dwy	Caltrans/City of Huntington Beach	ICU	Signal	-	-	-	-	0.449	A	0.715	C	-	-	Yes
12. PCH/Goldenwest St	Caltrans/City of Huntington Beach	ICU	Signal	0.700	C	0.754	C	0.737	C	0.831	D	0.037	0.077	Yes
13. Goldenwest St/Project Dwy	City of Huntington Beach	HCM	TWSC	14.7	B	12.7	B	16.6	C	14.8	B	1.900	2.100	Yes
14. Goldenwest St/Orange Ave	City of Huntington Beach	ICU	Signal	0.313	A	0.322	A	0.339	A	0.342	A	0.026	0.020	Yes
15. Goldenwest St/Palm Ave	City of Huntington Beach	ICU	Signal	0.549	A	0.451	A	0.575	A	0.471	A	0.026	0.020	Yes
16. Goldenwest St/Yorktown Ave	City of Huntington Beach	ICU	Signal	0.698	B	0.746	C	0.724	C	0.765	C	0.026	0.019	Yes
17. Goldenwest St/Garfield Ave	City of Huntington Beach	ICU	Signal	0.528	A	0.526	A	0.542	A	0.535	A	0.014	0.009	Yes
18. Goldenwest St/Ellis Ave	City of Huntington Beach	ICU	Signal	0.556	A	0.609	B	0.560	A	0.615	B	0.004	0.006	Yes
19. PCH/17th St	Caltrans/City of Huntington Beach	ICU	Signal	0.727	C	0.779	C	0.764	C	0.817	D	0.037	0.038	Yes
20. PCH/6th St	Caltrans/City of Huntington Beach	ICU	Signal	0.480	A	0.576	A	0.504	A	0.602	B	0.024	0.026	Yes
21. PCH/Main St	Caltrans/City of Huntington Beach	ICU	Signal	0.423	A	0.424	A	0.440	A	0.459	A	0.017	0.035	Yes
22. Main St/Garfield Ave	City of Huntington Beach	ICU	Signal	0.373	A	0.355	A	0.388	A	0.371	A	0.015	0.016	Yes
23. PCH/1st St	Caltrans/City of Huntington Beach	ICU	Signal	0.467	A	0.250	A	0.482	A	0.266	A	0.015	0.016	Yes
24. PCH/Beach Blvd	Caltrans/City of Huntington Beach	ICU	Signal	0.384	A	0.517	A	0.396	A	0.526	A	0.012	0.009	Yes
25. Beach Blvd/Atlanta Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.412	A	0.541	A	0.419	A	0.547	A	0.007	0.006	Yes
26. Beach Blvd/Indianapolis Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.528	A	0.522	A	0.541	A	0.528	A	0.013	0.006	Yes
27. Beach Blvd/Adams Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.585	A	0.629	B	0.587	A	0.632	B	0.002	0.003	Yes
28. Beach Blvd/Yorktown Ave	Caltrans/City of Huntington Beach	ICU	Signal	0.745	C	0.703	C	0.751	C	0.715	C	0.006	0.012	Yes

AWSC = All Way Stop Control

TWSC = Two Way Stop Control

V/C = Volume to Capacity (VC) Ratio reported using ICU methodology

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

6 TRAFFIC CONTROL AND SIGNAL WARRANT ANALYSIS AT PROJECT DRIVEWAYS ALONG PACIFIC COAST HIGHWAY

This section includes a feasibility analysis of the proposed two-way stop control (TWSC) at project driveways intersecting with Pacific Coast Highway (PCH) as well as peak hour and 4-hour traffic signal warrants under Opening Year With Project Conditions. Summary of LOS results at the intersections are shown in Table 6.1. As shown in Table 6.1, assuming TWSC, all three project driveway intersections are anticipated to operate at unsatisfactory LOS F with heavy delay anticipated during the AM and PM peak hours under Opening Year With Project Conditions. All LOS calculations for this scenario are provided in Appendix G.

Table 6.1: Project Driveway TWSC LOS Under Opening Year With Project Conditions

Intersection	Jurisdiction	Methodology	Control Type	Opening Year With Project Conditions				
				AM Peak		PM Peak		Satisfactory?
				Delay	LOS	Delay	LOS	
8. PCH/Northern Project Dwy	Caltrans/City of Huntington Beach	HCM	TWSC	746.1	F	1,906.3	F	No
9. PCH/Central Project Dwy	Caltrans/City of Huntington Beach	HCM	TWSC	263.1	F	4,871.5	F	No
11. PCH/Southern Project Dwy	Caltrans/City of Huntington Beach	HCM	TWSC	247.3	F	4,887.8	F	No

TWSC = Two Way Stop Control

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

The delay would be experienced by vehicles turning left from the project driveways onto PCH. Traffic using the northern and southern project driveways could use the secondary driveways on Seapoint Street or Goldenwest Street. However, traffic using the central driveway does not have an alternative driveway. Drivers experiencing significant delay in turning may accept smaller gaps in traffic, leading to risky behavior and increases in collisions. Additional traffic control options have therefore been evaluated at the driveway locations.

Peak hour and 4-hour traffic signal warrant analyses (provided in Appendix H) were conducted at the project's three proposed driveways that intersect with PCH under Opening Year With Project Conditions. Peak hour warrants were based on the collected traffic counts as discussed previously. The default values for the hourly volumes factor used for estimating the 4-hour signal warrants analysis are based on standard values given in *NCHRP Report 716: Travel Demand Forecasting (published 2012)*. The summary results of the traffic signal warrants are provided in Table 6.2. As shown in Table 6.2:

- Traffic signal warrant for the northern project driveway along PCH is met under AM time period (peak hour and 4-hour)
- Traffic signal warrant for the center driveway along PCH is met under AM time period (peak hour and 4-hour) and PM time period (4-hour)
- Traffic signal warrant for the southern driveway along PCH is met under AM time period (peak hour and 4-hour)

Table 6.2: Summary of Traffic Signal Warrant Results

Intersection	AM Time Period		PM Time Period	
	Peak Hour	4-Hour	Peak Hour	4-Hour
8. PCH/North Project Dwy	Yes	Yes	No	No
9. PCH/Center Project Dwy	Yes	Yes	No	Yes
11. PCH/South Project Dwy	Yes	Yes	No	No

Additionally, as included in the parking component of the Palm/Goldenwest Specific Plan Amendment document, a minimum of 60 and maximum of 100 public off-street parking spaces are proposed along PCH between Seapoint Street and the northern driveway. Figure 6.1 shows the proposed off-street parking plan as part of the Project's development. Figure 6.2 includes a cross section of the PCH and the public esplanade along the Project's frontage between Seapoint Street and the northern driveway.

It is anticipated that 50% of incoming pedestrians would utilize the crosswalk at the PCH/Seapoint Street intersection while the remaining 50% would use the PCH/Northern Driveway intersection. On a typical Saturday, there would be 100 vehicles parked throughout the day with various rates of turnover. It is anticipated that pedestrians would use the Northern driveway intersection to cross over PCH to the beach. Considering vehicle carpooling (4 passengers per vehicle), there would be potentially 200 hourly pedestrians crossing over PCH to access the beach through the PCH/Northern Driveway intersections.

A traffic signal pedestrian volume warrant was conducted specifically for the PCH/Northern Driveway intersection under Opening Year With Project Conditions during AM and PM peak hours. Per Section 4C.05 *Warrant 4, Pedestrian Volume* of the CAMUTCD, the need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that one of the following criteria is met:

> *A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5; or*
>
> *B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-7.*
>
> *If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 35 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-6 may be used in place of Figure 4C-5 to evaluate Criterion A in Paragraph 2, and Figure 4C-8 may be used in place of Figure 4C-7 to evaluate Criterion B in Paragraph 2.*

Criteria A requires 4 hours of pedestrian data which is not available. However, by considering Criteria B and analyzing the warrant (provided in Figure 6.3), the warrant would be met since plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) fall above the curve in Figure 6.3. The warrant was conducted assuming the following volumes:

- AM Peak Hour Northbound + Southbound Vehicle Volume = 1,945+14+1,111+32 = 3,102

- AM Peak Hour Pedestrian Volume = 200
- PM Peak Hour Northbound + Southbound Vehicle Volume = 1,251+33+1,897+76 = 3,257
- PM Peak Hour Pedestrian Volume = 200

Traffic Signal Warrant Summary

Considering two-way stop control, all three Project driveway intersections along PCH would operate at unsatisfactory Level of Service (LOS) F with unsatisfactory delay anticipated during the AM and PM peak hours under Opening Year With Project Conditions. Additionally, two-way stop control intersections are not advisable given the posted speed limit (i.e., 60 MPH) along this segment of PCH. Furthermore, the potential for drivers to accept small gaps in traffic when experiencing significant delay could lead to collisions. Moreover, since the traffic signal warrants are met at all three Project driveway intersections, traffic signals may be considered to ensure safety and efficient operation at all three Project driveway intersections.

In addition to traffic signals another measure to improve safety would be to reduce the speed limit, similar to the segment of PCH just south of Goldenwest Street. It is recommended that the speed limit be evaluated prior to the opening of the project as additional pedestrian crossing of PCH will occur as well as an increase in interactions between the roadway and adjacent land use and traffic signals.

As shown within this TIA, proposed deficiencies of LOS, Delay, Queuing and proposed pedestrian volume confirm the need for traffic signals at the driveway intersection locations.

Figure 6.1: Off-Street Parking Plan

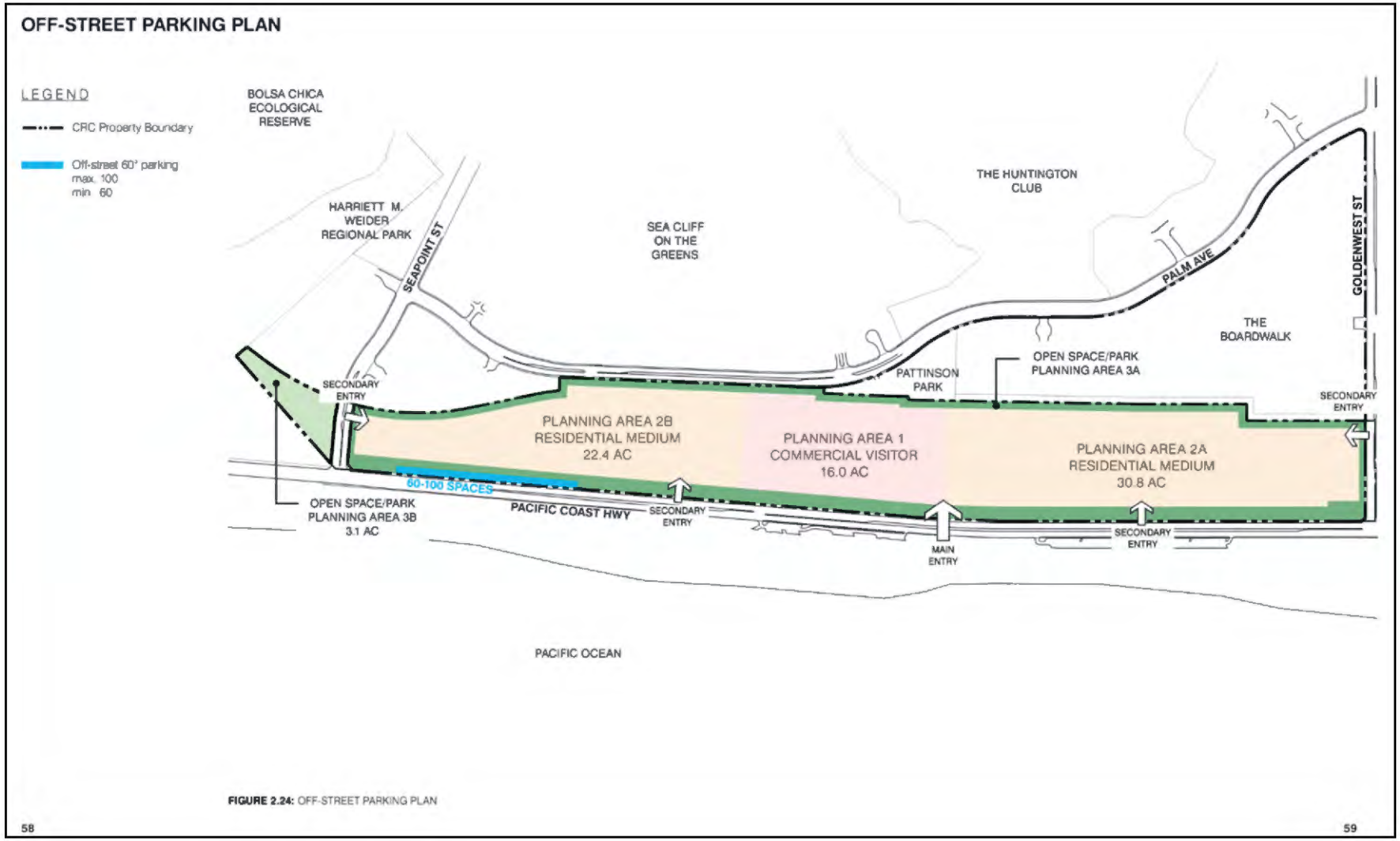


Figure 6.2: PCH and Public Esplanade Street Cross Section

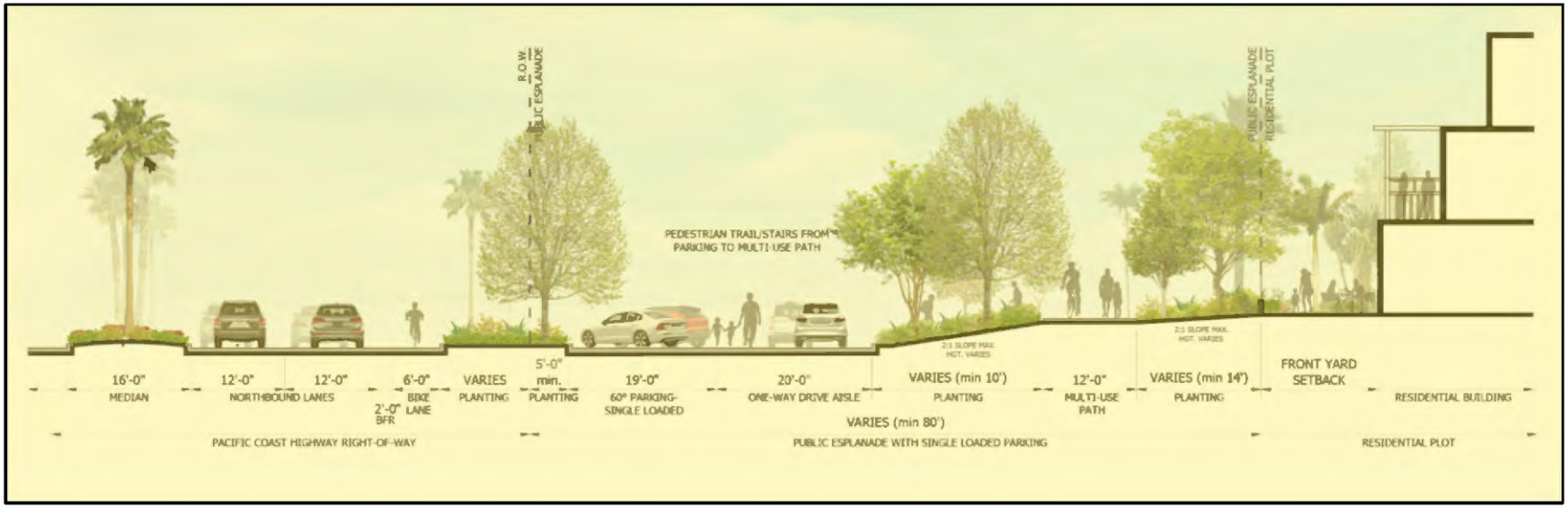
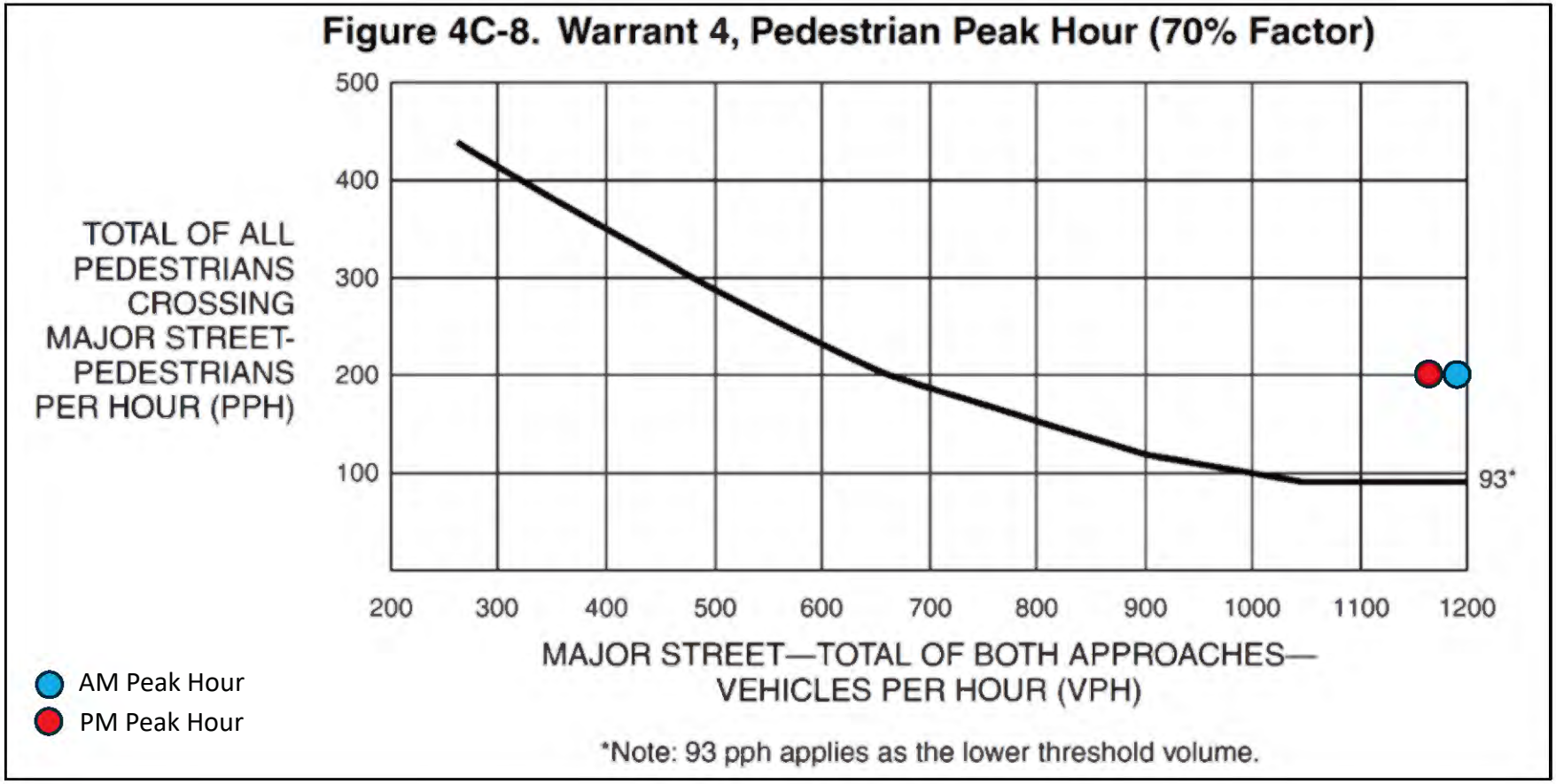


Figure 6.3: Pedestrian Volume Traffic Signal Warrant



7 CONCLUSION

This Traffic Impact Analysis (TIA) has been prepared by EPD Solutions, Inc. (EPD) to analyze the potential traffic deficiencies associated with the proposed mixed-use Project (Palm Goldenwest Specific Plan Amendment). AM and PM peak hour traffic operations were evaluated for the following scenarios:

- Existing Conditions: Defined as existing year 2025 conditions.
- Opening Year Conditions: Defined as existing conditions with an annual growth rate of 2% to reflect annual traffic growth for the Project's opening year (2035) and traffic from approved projects in the area.
- Opening Year With Project Conditions: Defined as Opening Year Conditions with the addition of Project traffic.

Existing Intersection Analysis Results

All intersections operate at a satisfactory level of service (LOS) during the AM and PM peak hours under Existing Conditions.

Opening Year Intersection Analysis Results

All intersections are anticipated to operate at a satisfactory LOS during the AM and PM peak hours under Opening Year Conditions.

Opening Year With Project Intersection Analysis Results

All intersections are anticipated to operate at a satisfactory LOS during the AM and PM peak hours under Opening Year With Project Conditions. It is to be noted that the three Project driveway intersections along PCH were analyzed assuming signalized control since traffic signal warrants for all three driveways are met under Opening Year With Project Conditions.

Project Improvements

Improvement is recommended at the following intersection:

Seapoint Street/Project Driveway: Add a southbound 50-feet left-turn lane pocket to enhance safety as vehicles make left-turns into the Project site.

APPENDIX A – TRAFFIC STUDY SCOPE OF WORK

Submitted on:	June 2, 2025
Prepared by:	Meghan Macias, TE, Chad Karns, and Hashem Basrawi, EIT
To:	Bob Stachelski City of Huntington Beach
Project Case #	To Be Determined
Site:	20101 Goldenwest Street
Subject:	LOS and VMT Scope of Work for Palm Goldenwest Mixed-Use Project

This memo outlines the proposed scope of work for the Level of Service (LOS) and Vehicle Miles Traveled (VMT) analyses for the proposed Palm Goldenwest Mixed-Use Project located East of Pacific Coast Highway (PCH) between Seapoint Street and Goldenwest Street. Further details regarding the Project description and proposed scope of work are provided below.

Project Name: Palm Goldenwest Specific Plan Amendment – CRC Property

Project Address: 20101 Goldenwest Street

Project Description: The Project proposes to demolish all existing uses on site and redevelop the site with a Mixed-Use Project (concept plan is provided in Attachment D) which would include 186 single-family detached units, 249 single-family attached units, 365 multi-family units, and a 350-room hotel. The Project location is shown in Figure 1, *Project Location*.

Project Access Plan: The Project site would be accessed through 3 signalized driveways along the PCH, 1 two-way stop control driveway along Seapoint Street, and 1 one-way stop control driveway along Goldenwest Street.

Proposed Traffic Control at Project Driveways: Traffic control at Project driveway intersections are shown below. Signalized control is recommended at all Project driveway intersections along PCH. Preliminary results show peak hour traffic signal warrants are anticipated to be met. Traffic signal warrants for all Project driveway intersections along PCH are provided in Attachment A. It is to be noted that peak hour traffic signal warrants were prepared using traffic counts collected at the intersections of PCH/Seapoint St and PCH/Goldenwest St on January 7, 2025 with an applied growth rate of 35% (obtained through Caltrans' PEMS - Performance Measurement System Data Source) to reflect peak summer conditions. Traffic count data is provided in Attachment B. Caltrans' PCH count data is provided in Attachment C.

- PCH/Northern Project Dwy – Signalized Control
- PCH/Central Project Dwy – Signalized Control
- PCH/Southern Project Dwy – Signalized Control
- Seapoint St/Project Dwy – Two-Way Stop Control
- Goldenwest St/Project Dwy – One-Way Stop Control

Trip Generation Rate(s): The Project trip generation was calculated using trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation Manual 11th Edition*, 2021 for the Mixed-Use Project. Table 1 presents the trip generation estimates for the proposed Project. As shown in Table 1, the Project is forecast to generate 7,935 daily trips, 505 trips during the AM peak hour, and 644 trips during the PM peak hour. It is to be noted that the Project site is located within the "*Aera Parcel*" of the Palm/Goldenwest Specific Plan (SP) which includes a specified trip cap of 21,909 ADT (average daily traffic) per the Palm/Goldenwest SP

adopted on February 7, 2000. Given the estimated ADT of the Project's proposed use (i.e., 7,935 daily trips) and the Palm/Goldenwest SP allocated ADT (i.e., 21,909 daily trips), the Project would approximately utilize 36% of the allocated ADT specified in the Palm/Goldenwest SP.

Study Intersections: The following 28 intersections are proposed to be included in the study area:

1. PCH/Warner Ave
2. Bolsa Chica St/Warner Ave
3. PCH/Seapoint St
4. Seapoint St/Project Dwy
5. Seapoint St/Doral Dr
6. Seapoint St/Garfield Ave
7. Edwards St/Garfield Ave
8. PCH/Northern Project Dwy
9. PCH/Central Project Dwy
10. On-Site Project Roundabout
11. PCH/Southern Project Dwy
12. PCH/Goldenwest St
13. Goldenwest St/Project Dwy
14. Goldenwest St/Orange Ave
15. Goldenwest St/Palm Ave
16. Goldenwest St/Yorktown Ave
17. Goldenwest St/Garfield Ave
18. Goldenwest St/Ellis Ave
19. PCH/17th St
20. PCH/6th St
21. PCH/Main St
22. Main St/Garfield Ave
23. PCH/1st St
24. PCH/Beach Blvd
25. Beach Blvd/Atlanta Ave
26. Beach Blvd/Indianapolis Ave
27. Beach Blvd/Adams Ave
28. Beach Blvd/Yorktown Ave

The proposed study area is shown in Figure 2, *Project Study Area*.

Trip Distribution: The Project's trip distribution has been prepared and is provided in Figure 3, *Project Trip Distribution*. It is to be noted that the trip distribution is subject to change based on travel demand forecast model results from Orange County Transportation Analysis Model (OCTAM).

Analysis Scenarios: The TIA will be performed in accordance with the City of Huntington Beach Traffic Impact Analysis Guidelines within the City's General Plan (Policy CIRC 1.B). It is to be noted that the analysis would not need to be conducted in accordance with the Orange County Congestion Management Program (CMP) guidelines since none of the Project's study intersections are identified in the Orange County Congestion Management Program (CMP). The following scenarios will be evaluated in the Traffic Impact Analysis (TIA):

- Existing Conditions
- Opening Year Conditions
- Opening Year With Project Conditions

Level of service at the study intersections will be calculated for all scenarios mentioned above using the methods in the latest edition of the Highway Capacity Manual (HCM) for unsignalized intersections and Intersection Capacity Utilization (ICU) for signalized intersections. Project-generated impacts will be

identified by comparing the opening year LOS with and without the Project. For the purpose of LOS analysis, the opening year is assumed to be 2040. Additionally, a growth rate of 2% will be assumed for the purpose of this analysis for future conditions unless directed otherwise by the City.

Cumulative Projects: The list of cumulative projects will be requested from the City and included in the TIA.

Project Off-site Improvements: Based on the results of the traffic analysis, potential improvements will be identified to mitigate any identified off-site traffic deficiencies. Improvements planned to be implemented by other projects will be considered when identifying improvements.

Vehicle Miles Traveled (VMT) Analysis: The Project's VMT analysis would be prepared in accordance with the City's VMT Guidelines (prepared in October 2023). The following guidelines are included in the City's VMT Guidelines:

"*Mixed-use projects shall be evaluated by each project component and applying the Project-Generated VMT significance threshold for each project type individually (i.e. residential, office/industrial and/or retail/other land use project).*

A project would result in a Baseline and/or Cumulative significant Project-Generated VMT impact if any of the following conditions are satisfied:

Residential Projects:

The Baseline Project-Generated VMT per Capita exceeds 15% below the City of Huntington Beach's Baseline VMT per Capita.

The Cumulative Project-Generated VMT per Capita exceeds 15% below the City of Huntington Beach's Cumulative VMT per Capita.

The Project-Generated VMT per Capita shall be calculated utilizing OCTAM and using the Production-Attraction(PA) methodology.

Retail and Other Use Projects:

The Baseline Project-Generated VMT per Service Population exceeds the City of Huntington Beach's Baseline VMT per Service Population.

The Cumulative Project-Generated VMT per Service Population exceeds the City of Huntington Beach's Cumulative VMT per Service Population.

The Project-Generated VMT per Service Population shall be calculated utilizing OCTAM and using the Origin-Destination (OD) methodology."

We appreciate your review of this information. Upon completion of your review, please forward any comments or approval of this methodology to techservices@epdsolutions.com. If you have any questions, please do not hesitate to contact us by e-mail or on (949) 794-1180.

City Approval of Scope of Work:

_____

Signature

_____

Name

_____

Date

Table 1. Project Trip Generation

Land Use		Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
Single-Family Detached Housing[1]		DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94
Single-Family Attached Housing[2]		DU	7.2	0.15	0.33	0.48	0.32	0.25	0.57
Multifamily Housing (Low-Rise)[3]		DU	6.74	0.10	0.30	0.40	0.32	0.19	0.51
Hotel[4]		Rooms	7.99	0.26	0.20	0.46	0.30	0.29	0.59
Project Trip Generation									
Single-Family Detached Housing[1]	186	DU	1754	34	96	130	110	65	175
Single-Family Attached Housing[2]	249	DU	1793	37	83	120	81	61	142
Multifamily Housing (Low-Rise)[3]	365	DU	1591	23	71	94	76	44	120
Hotel[4]	350	Rooms	2797	90	71	161	106	101	207
Total Project Trip Generation			**7,935**	**184**	**321**	**505**	**373**	**271**	**644**

DU: Dwelling Unit

[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 215 - Single-Family Attached Housing (Average Rate).

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

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

Figure 1: Project Location



Figure 2: Project Study Area



Figure 3: Project Trip Distribution



ATTACHMENT A – TRAFFIC SIGNAL WARRANTS

Signal Warrants Report For Intersection 8: PCH/North Project Dwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	1240	2051	108
2	1203	1989	105
3	1178	1948	103
4	1104	1825	96
5	980	1620	85
6	967	1600	84
7	955	1579	83
8	868	1436	76
9	856	1415	75
10	843	1395	73
11	732	1210	64
12	682	1128	59
13	670	1108	58
14	496	820	43
15	496	820	43
16	347	574	30
17	198	328	17
18	198	328	17
19	112	185	10
20	62	103	5
21	37	62	3
22	12	21	1
23	12	21	1
24	12	21	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	3291	2	108	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
2	3	3192	2	105	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
3	3	3126	2	103	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
4	3	2929	2	96	No	No	No	No	No	Yes	Yes	Yes	Yes	No
5	3	2600	2	85	No	No	No	No	No	Yes	Yes	Yes	Yes	No
6	3	2567	2	84	No	No	No	No	No	Yes	Yes	Yes	Yes	No
7	3	2534	2	83	No	No	No	No	No	Yes	Yes	Yes	Yes	No
8	3	2304	2	76	No	No	No	No	No	No	Yes	Yes	No	No
9	3	2271	2	75	No	No	No	No	No	No	Yes	Yes	No	No
10	3	2238	2	73	No	No	No	No	No	No	Yes	Yes	No	No
11	3	1942	2	64	No	No	No	No	No	No	No	Yes	No	No
12	3	1810	2	59	No	No	No	No	No	No	No	Yes	No	No
13	3	1778	2	58	No	No	No	No	No	No	No	Yes	No	No
14	3	1316	2	43	No	No	No	No	No	No	No	No	No	No
15	3	1316	2	43	No	No	No	No	No	No	No	No	No	No
16	3	921	2	30	No	No	No	No	No	No	No	No	No	No
17	3	526	2	17	No	No	No	No	No	No	No	No	No	No
18	3	526	2	17	No	No	No	No	No	No	No	No	No	No
19	3	297	2	10	No	No	No	No	No	No	No	No	No	No
20	3	165	2	5	No	No	No	No	No	No	No	No	No	No
21	3	99	2	3	No	No	No	No	No	No	No	No	No	No
22	3	33	2	1	No	No	No	No	No	No	No	No	No	No
23	3	33	2	1	No	No	No	No	No	No	No	No	No	No
24	3	33	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	3	7	10	13	7	3

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	970.4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	29:06
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	108
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	3399
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 9: PCH/Center Project Dwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	1243	2099	108
2	1206	2036	105
3	1181	1994	103
4	1106	1868	96
5	982	1658	85
6	970	1637	84
7	957	1616	83
8	870	1469	76
9	858	1448	75
10	845	1427	73
11	733	1238	64
12	684	1154	59
13	671	1133	58
14	497	840	43
15	497	840	43
16	348	588	30
17	199	336	17
18	199	336	17
19	112	189	10
20	62	105	5
21	37	63	3
22	12	21	1
23	12	21	1
24	12	21	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	3342	2	108	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
2	3	3242	2	105	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
3	3	3175	2	103	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
4	3	2974	2	96	No	No	No	No	No	Yes	Yes	Yes	Yes	No
5	3	2640	2	85	No	No	No	No	No	Yes	Yes	Yes	Yes	No
6	3	2607	2	84	No	No	No	No	No	Yes	Yes	Yes	Yes	No
7	3	2573	2	83	No	No	No	No	No	Yes	Yes	Yes	Yes	No
8	3	2339	2	76	No	No	No	No	No	No	Yes	Yes	No	No
9	3	2306	2	75	No	No	No	No	No	No	Yes	Yes	No	No
10	3	2272	2	73	No	No	No	No	No	No	Yes	Yes	No	No
11	3	1971	2	64	No	No	No	No	No	No	No	Yes	No	No
12	3	1838	2	59	No	No	No	No	No	No	No	Yes	No	No
13	3	1804	2	58	No	No	No	No	No	No	No	Yes	No	No
14	3	1337	2	43	No	No	No	No	No	No	No	No	No	No
15	3	1337	2	43	No	No	No	No	No	No	No	No	No	No
16	3	936	2	30	No	No	No	No	No	No	No	No	No	No
17	3	535	2	17	No	No	No	No	No	No	No	No	No	No
18	3	535	2	17	No	No	No	No	No	No	No	No	No	No
19	3	301	2	10	No	No	No	No	No	No	No	No	No	No
20	3	167	2	5	No	No	No	No	No	No	No	No	No	No
21	3	100	2	3	No	No	No	No	No	No	No	No	No	No
22	3	33	2	1	No	No	No	No	No	No	No	No	No	No
23	3	33	2	1	No	No	No	No	No	No	No	No	No	No
24	3	33	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	3	7	10	13	7	3

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	1032.3
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	30:58
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	108
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	3450
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 11: PCH/South Project Dwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	1351	2172	102
2	1310	2107	99
3	1283	2063	97
4	1202	1933	91
5	1067	1716	81
6	1054	1694	80
7	1040	1672	79
8	946	1520	71
9	932	1499	70
10	919	1477	69
11	797	1281	60
12	743	1195	56
13	730	1173	55
14	540	869	41
15	540	869	41
16	378	608	29
17	216	348	16
18	216	348	16
19	122	195	9
20	68	109	5
21	41	65	3
22	14	22	1
23	14	22	1
24	14	22	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	3523	2	102	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
2	3	3417	2	99	No	No	No	No	No	Yes	Yes	Yes	Yes	No
3	3	3346	2	97	No	No	No	No	No	Yes	Yes	Yes	Yes	No
4	3	3135	2	91	No	No	No	No	No	Yes	Yes	Yes	Yes	No
5	3	2783	2	81	No	No	No	No	No	Yes	Yes	Yes	Yes	No
6	3	2748	2	80	No	No	No	No	No	Yes	Yes	Yes	No	No
7	3	2712	2	79	No	No	No	No	No	No	Yes	Yes	No	No
8	3	2466	2	71	No	No	No	No	No	No	Yes	Yes	No	No
9	3	2431	2	70	No	No	No	No	No	No	Yes	Yes	No	No
10	3	2396	2	69	No	No	No	No	No	No	No	Yes	No	No
11	3	2078	2	60	No	No	No	No	No	No	No	Yes	No	No
12	3	1938	2	56	No	No	No	No	No	No	No	Yes	No	No
13	3	1903	2	55	No	No	No	No	No	No	No	No	No	No
14	3	1409	2	41	No	No	No	No	No	No	No	No	No	No
15	3	1409	2	41	No	No	No	No	No	No	No	No	No	No
16	3	986	2	29	No	No	No	No	No	No	No	No	No	No
17	3	564	2	16	No	No	No	No	No	No	No	No	No	No
18	3	564	2	16	No	No	No	No	No	No	No	No	No	No
19	3	317	2	9	No	No	No	No	No	No	No	No	No	No
20	3	177	2	5	No	No	No	No	No	No	No	No	No	No
21	3	106	2	3	No	No	No	No	No	No	No	No	No	No
22	3	36	2	1	No	No	No	No	No	No	No	No	No	No
23	3	36	2	1	No	No	No	No	No	No	No	No	No	No
24	3	36	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	1	6	9	12	5	1

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	1466.3
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	41:32
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	102
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	3625
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 8: PCH/North Project Dwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	1894	1431	93
2	1837	1388	90
3	1799	1359	88
4	1686	1274	83
5	1496	1130	73
6	1477	1116	73
7	1458	1102	72
8	1326	1002	65
9	1307	987	64
10	1288	973	63
11	1117	844	55
12	1042	787	51
13	1023	773	50
14	758	572	37
15	758	572	37
16	530	401	26
17	303	229	15
18	303	229	15
19	170	129	8
20	95	72	5
21	57	43	3
22	19	14	1
23	19	14	1
24	19	14	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	3325	2	93	No	No	No	No	No	Yes	Yes	Yes	Yes	No
2	3	3225	2	90	No	No	No	No	No	Yes	Yes	Yes	Yes	No
3	3	3158	2	88	No	No	No	No	No	Yes	Yes	Yes	Yes	No
4	3	2960	2	83	No	No	No	No	No	Yes	Yes	Yes	Yes	No
5	3	2626	2	73	No	No	No	No	No	No	Yes	Yes	No	No
6	3	2593	2	73	No	No	No	No	No	No	Yes	Yes	No	No
7	3	2560	2	72	No	No	No	No	No	No	Yes	Yes	No	No
8	3	2328	2	65	No	No	No	No	No	No	No	Yes	No	No
9	3	2294	2	64	No	No	No	No	No	No	No	Yes	No	No
10	3	2261	2	63	No	No	No	No	No	No	No	Yes	No	No
11	3	1961	2	55	No	No	No	No	No	No	No	No	No	No
12	3	1829	2	51	No	No	No	No	No	No	No	No	No	No
13	3	1796	2	50	No	No	No	No	No	No	No	No	No	No
14	3	1330	2	37	No	No	No	No	No	No	No	No	No	No
15	3	1330	2	37	No	No	No	No	No	No	No	No	No	No
16	3	931	2	26	No	No	No	No	No	No	No	No	No	No
17	3	532	2	15	No	No	No	No	No	No	No	No	No	No
18	3	532	2	15	No	No	No	No	No	No	No	No	No	No
19	3	299	2	8	No	No	No	No	No	No	No	No	No	No
20	3	167	2	5	No	No	No	No	No	No	No	No	No	No
21	3	100	2	3	No	No	No	No	No	No	No	No	No	No
22	3	33	2	1	No	No	No	No	No	No	No	No	No	No
23	3	33	2	1	No	No	No	No	No	No	No	No	No	No
24	3	33	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	4	7	10	4	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	2062.8
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	53:17
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	93
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	3418
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 9: PCH/Center Project Dwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	1942	1447	93
2	1884	1404	90
3	1845	1375	88
4	1728	1288	83
5	1534	1143	73
6	1515	1129	73
7	1495	1114	72
8	1359	1013	65
9	1340	998	64
10	1321	984	63
11	1146	854	55
12	1068	796	51
13	1049	781	50
14	777	579	37
15	777	579	37
16	544	405	26
17	311	232	15
18	311	232	15
19	175	130	8
20	97	72	5
21	58	43	3
22	19	14	1
23	19	14	1
24	19	14	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	3389	2	93	No	No	No	No	No	Yes	Yes	Yes	Yes	No
2	3	3288	2	90	No	No	No	No	No	Yes	Yes	Yes	Yes	No
3	3	3220	2	88	No	No	No	No	No	Yes	Yes	Yes	Yes	No
4	3	3016	2	83	No	No	No	No	No	Yes	Yes	Yes	Yes	No
5	3	2677	2	73	No	No	No	No	No	No	Yes	Yes	No	No
6	3	2644	2	73	No	No	No	No	No	No	Yes	Yes	No	No
7	3	2609	2	72	No	No	No	No	No	No	Yes	Yes	No	No
8	3	2372	2	65	No	No	No	No	No	No	No	Yes	No	No
9	3	2338	2	64	No	No	No	No	No	No	No	Yes	No	No
10	3	2305	2	63	No	No	No	No	No	No	No	Yes	No	No
11	3	2000	2	55	No	No	No	No	No	No	No	No	No	No
12	3	1864	2	51	No	No	No	No	No	No	No	No	No	No
13	3	1830	2	50	No	No	No	No	No	No	No	No	No	No
14	3	1356	2	37	No	No	No	No	No	No	No	No	No	No
15	3	1356	2	37	No	No	No	No	No	No	No	No	No	No
16	3	949	2	26	No	No	No	No	No	No	No	No	No	No
17	3	543	2	15	No	No	No	No	No	No	No	No	No	No
18	3	543	2	15	No	No	No	No	No	No	No	No	No	No
19	3	305	2	8	No	No	No	No	No	No	No	No	No	No
20	3	169	2	5	No	No	No	No	No	No	No	No	No	No
21	3	101	2	3	No	No	No	No	No	No	No	No	No	No
22	3	33	2	1	No	No	No	No	No	No	No	No	No	No
23	3	33	2	1	No	No	No	No	No	No	No	No	No	No
24	3	33	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	4	7	10	4	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	2322.7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	60:00
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	93
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	3482
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 11: PCH/South Project Dwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	2115	1544	88
2	2052	1498	85
3	2009	1467	84
4	1882	1374	78
5	1671	1220	70
6	1650	1204	69
7	1629	1189	68
8	1481	1081	62
9	1459	1065	61
10	1438	1050	60
11	1248	911	52
12	1163	849	48
13	1142	834	48
14	846	618	35
15	846	618	35
16	592	432	25
17	338	247	14
18	338	247	14
19	190	139	8
20	106	77	4
21	63	46	3
22	21	15	1
23	21	15	1
24	21	15	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	3659	2	88	No	No	No	No	No	Yes	Yes	Yes	Yes	No
2	3	3550	2	85	No	No	No	No	No	Yes	Yes	Yes	Yes	No
3	3	3476	2	84	No	No	No	No	No	Yes	Yes	Yes	Yes	No
4	3	3256	2	78	No	No	No	No	No	No	Yes	Yes	No	No
5	3	2891	2	70	No	No	No	No	No	No	Yes	Yes	No	No
6	3	2854	2	69	No	No	No	No	No	No	No	Yes	No	No
7	3	2818	2	68	No	No	No	No	No	No	No	Yes	No	No
8	3	2562	2	62	No	No	No	No	No	No	No	Yes	No	No
9	3	2524	2	61	No	No	No	No	No	No	No	Yes	No	No
10	3	2488	2	60	No	No	No	No	No	No	No	Yes	No	No
11	3	2159	2	52	No	No	No	No	No	No	No	No	No	No
12	3	2012	2	48	No	No	No	No	No	No	No	No	No	No
13	3	1976	2	48	No	No	No	No	No	No	No	No	No	No
14	3	1464	2	35	No	No	No	No	No	No	No	No	No	No
15	3	1464	2	35	No	No	No	No	No	No	No	No	No	No
16	3	1024	2	25	No	No	No	No	No	No	No	No	No	No
17	3	585	2	14	No	No	No	No	No	No	No	No	No	No
18	3	585	2	14	No	No	No	No	No	No	No	No	No	No
19	3	329	2	8	No	No	No	No	No	No	No	No	No	No
20	3	183	2	4	No	No	No	No	No	No	No	No	No	No
21	3	109	2	3	No	No	No	No	No	No	No	No	No	No
22	3	36	2	1	No	No	No	No	No	No	No	No	No	No
23	3	36	2	1	No	No	No	No	No	No	No	No	No	No
24	3	36	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	3	5	10	3	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	3753.7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	91:45
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	88
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	3747
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

ATTACHMENT B – TRAFFIC COUNTS DATA

INTERSECTION TURNING MOVEMENT COUNTS

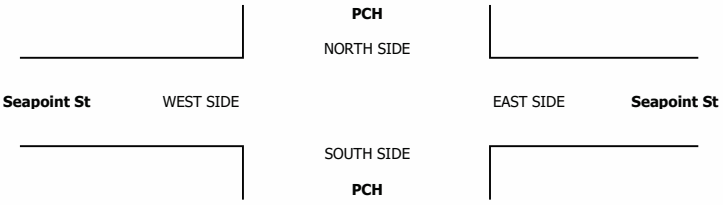
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC5104
1/7/25	NORTH & SOUTH:	PCH	LOCATION #:	1
TUESDAY	EAST & WEST:	Seapoint St	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 PCH			SOUTHBOUND PCH			EASTBOUND Seapoint St			WESTBOUND Seapoint St				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	127	8	16	224	0	0	0	0	15	0	31	420					0
	7:15 AM	0	153	12	26	282	0	0	0	0	16	0	34	522					0
	7:30 AM	0	186	14	27	357	0	0	0	0	29	0	32	643					0
	7:45 AM	0	194	9	30	329	0	0	0	0	24	0	49	633					0
	8:00 AM	0	200	13	34	356	0	0	0	0	28	0	65	695					0
	8:15 AM	0	208	17	44	329	0	0	0	0	28	0	52	677					0
	8:30 AM	0	236	22	32	243	0	0	0	0	36	0	49	615					0
	8:45 AM	0	192	17	24	237	0	0	0	0	19	0	42	530					0
	VOLUMES	0	1,493	111	231	2,355	0	0	0	0	193	0	351	4,733	0	0	0	0	0
	APPROACH %	0%	93%	7%	9%	91%	0%	0%	0%	0%	35%	0%	65%						
	APP/DEPART	1,604	/	1,844	2,586	/	2,547	0	/	342	544	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	787	53	134	1,370	0	0	0	0	108	0	197	2,647					
	APPROACH %	0%	94%	6%	9%	91%	0%	0%	0%	0%	35%	0%	65%						
	PEAK HR FACTOR		0.934			0.964			0.000			0.827		0.953					
	APP/DEPART	839	/	984	1,504	/	1,477	0	/	187	305	/	0	0					
PM	4:00 PM	0	246	17	34	181	0	0	0	0	17	0	37	531					0
	4:15 PM	0	261	15	46	205	0	0	0	0	11	0	39	576					0
	4:30 PM	0	299	30	29	217	0	0	0	0	31	0	28	633					0
	4:45 PM	0	264	23	43	221	0	0	0	0	25	0	33	608					0
	5:00 PM	0	321	38	33	234	0	0	0	0	18	0	47	690					0
	5:15 PM	0	307	21	57	217	0	0	0	0	9	0	47	657					0
	5:30 PM	0	270	22	41	172	0	0	0	0	14	0	39	556					0
	5:45 PM	0	270	25	34	176	0	0	0	0	11	0	29	544					0
	VOLUMES	0	2,236	189	315	1,622	0	0	0	0	134	0	297	4,793	0	0	0	0	0
	APPROACH %	0%	92%	8%	16%	84%	0%	0%	0%	0%	31%	0%	69%						
	APP/DEPART	2,425	/	2,533	1,937	/	1,756	0	/	504	431	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1,191	111	161	888	0	0	0	0	82	0	154	2,587					
	APPROACH %	0%	91%	9%	15%	85%	0%	0%	0%	0%	35%	0%	65%						
	PEAK HR FACTOR		0.908			0.957			0.000			0.915		0.938					
	APP/DEPART	1,302	/	1,345	1,049	/	970	0	/	272	236	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
1/7/25	LOCATION:	Huntington Beach	PROJECT #:	SC5104	
TUESDAY	NORTH & SOUTH:	PCH	LOCATION #:	2	
	EAST & WEST:	Goldenwest St	CONTROL:	SIGNAL	

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

		NORTHBOUND PCH			SOUTHBOUND PCH			EASTBOUND Goldenwest St			WESTBOUND Goldenwest St			
	LANES:	NL X	NT 2	NR 1	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 2	WT X	WR 1	TOTAL
AM	7:00 AM	0	120	20	30	196	0	0	0	0	55	0	17	437
	7:15 AM	0	163	31	29	278	0	0	0	0	54	0	33	586
	7:30 AM	0	165	26	49	314	0	0	0	0	100	0	28	681
	7:45 AM	0	186	32	58	301	0	0	0	0	74	0	33	684
	8:00 AM	0	187	35	54	297	0	0	0	0	75	0	32	679
	8:15 AM	0	230	38	60	354	0	0	0	0	88	0	47	816
	8:30 AM	0	197	27	28	252	0	0	0	0	67	0	28	599
	8:45 AM	0	196	45	33	231	0	0	0	0	75	0	21	601
	VOLUMES	0	1,443	253	340	2,223	0	0	0	0	586	0	238	5,081
	APPROACH %	0%	85%	15%	13%	87%	0%	0%	0%	0%	71%	0%	29%	
	APP/DEPART	1,695	/	1,680	2,563	/	2,808	0	/	593	823	/	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	767	131	221	1,266	0	0	0	0	336	0	140	2,859
	APPROACH %	0%	85%	15%	15%	85%	0%	0%	0%	0%	71%	0%	29%	
	PEAK HR FACTOR		0.839			0.898			0.000			0.883		0.876
	APP/DEPART	898	/	907	1,486	/	1,601	0	/	351	475	/	0	0
PM	4:00 PM	0	245	46	35	153	0	0	0	0	35	0	27	540
	4:15 PM	0	262	55	43	185	0	0	0	0	43	0	31	618
	4:30 PM	0	328	63	49	225	0	0	0	0	40	0	38	742
	4:45 PM	0	252	82	59	185	0	0	0	0	47	0	41	665
	5:00 PM	0	296	58	69	200	0	0	0	0	50	0	35	706
	5:15 PM	0	350	76	38	200	0	0	0	0	27	0	44	735
	5:30 PM	0	251	67	54	176	0	0	0	0	36	0	24	606
	5:45 PM	0	299	66	43	163	0	0	0	0	39	0	20	629
	VOLUMES	0	2,280	512	390	1,484	0	0	0	0	317	0	258	5,240
	APPROACH %	0%	82%	18%	21%	79%	0%	0%	0%	0%	55%	0%	45%	
	APP/DEPART	2,792	/	2,538	1,874	/	1,801	0	/	902	575	/	0	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	1,225	279	215	809	0	0	0	0	164	0	157	2,847
	APPROACH %	0%	81%	19%	21%	79%	0%	0%	0%	0%	51%	0%	49%	
	PEAK HR FACTOR		0.882			0.935			0.000			0.911		0.960
	APP/DEPART	1,504	/	1,382	1,023	/	972	0	/	493	321	/	0	0

ATTACHMENT C – CALTRANS' COUNTS DATA

DI	RTE	CO	PRE	PM	CS	LEG	YR	AM DIR	AM WAY PHV	AM K FACTOR AMT	AM D FACTOR AMT	AM KD FACTOR	AM HOUR	AM DAY	AM MONTH	PM DIR	PM WAY PHV	PM K FACTOR AMT	PM D FACTOR AMT	PM KD FACTOR	PM HOUR	PM DAY	PM MONTH
05	001	MON	R	89.177	525	O	16	S	3140	7.920	71.400	5.660	7	WED	JAN	N	3.517	9.470	66.900	6.340	16	THU	JUL
04	001	SM		0.000	163	A	16	S	470	15.790	58.680	9.260	12	SUN	JUL	S	480	15.850	59.700	9.460	13	SUN	JUL
04	001	SM		26.432	433	B	16	S	671	11.230	65.850	7.390	10	SAT	JUL	N	744	13.050	62.840	8.200	17	SUN	JUL
04	001	MRN		28.600	65	A	16	N	356	14.500	65.080	9.440	10	SAT	JUL	N	406	18.610	57.840	10.760	13	SAT	JUL
01	001	MEN		15.950	181	A	16	S	167	12.840	60.730	7.800	12	SUN	AUG	N	150	12.650	55.350	7.000	15	MON	AUG
01	001	MEN		33.910	123	A	17	N	99	13.640	55.310	7.550	10	SUN	JUN	N	100	14.180	53.760	7.620	16	FRI	JUN
01	001	MEN	R	49.370	114	B	16	N	367	11.700	53.420	6.250	12	SAT	AUG	N	397	11.940	56.630	6.760	13	SAT	AUG
01	001	MEN		90.630	999	B	16	N	73	22.120	60.330	13.350	12	MON	AUG	S	93	25.410	66.910	17.000	14	SUN	AUG
01	001	MEN		105.480	764	B	17	S	82	17.010	62.120	10.570	12	WED	AUG	N	87	19.850	56.490	11.210	15	WED	AUG
02	003	SIS		8.800	106	A	17	N	32	12.830	66.670	8.560	9	SAT	AUG	S	33	13.900	63.460	8.820	14	THU	AUG
04	004	CC	R	41.960	486	B	15	E	772	8.250	65.370	5.390	11	WED	JUN	E	502	6.360	55.170	3.510	13	WED	JUN
10	004	SJ		6.037	327	A	17	W	641	8.490	66.430	5.640	6	TUE	AUG	E	906	10.590	75.250	7.970	15	FRI	JUN
10	004	SJ		6.037	328	B	17	W	681	8.510	68.030	5.790	6	TUE	AUG	E	902	10.590	72.390	7.660	15	FRI	JUN
10	004	SJ		24.870	336	B	16	W	375	10.560	60.980	6.440	11	SUN	JUL	W	438	10.750	69.970	7.520	16	SUN	AUG
11	005	SD	R	51.201	905	A	17	N	7603	6.980	51.760	3.610	10	SAT	JUN	N	7.411	6.520	53.960	3.520	17	THU	JUN
11	005	SD	R	54.390	954	A	17	N	6030	7.650	54.530	4.170	11	SUN	AUG	N	5.496	7.370	51.590	3.800	13	SUN	JUN
06	005	KIN		12.362	571	B	17	N	1354	7.190	58.950	4.240	12	FRI	JUN	N	2,125	10.180	65.370	6.650	17	SUN	JUN
03	005	YOL		5.530	65	B	15	N	2318	7.250	57.190	4.140	7	WED	JUL	S	2.994	9.250	57.890	5.350	17	FRI	JUN
03	005	YOL	R	7.086	75	A	17	N	1558	7.120	55.500	3.950	10	THU	JUN	N	1.791	8.700	52.250	4.550	16	FRI	JUL
03	005	YOL	R	22.610	80	A	17	N	1946	8.480	63.310	5.370	9	FRI	AUG	N	2.173	9.570	62.600	5.990	17	FRI	JUN
03	005	COL	R	17.975	85	B	17	N	1852	10.120	59.970	6.070	11	FRI	JUN	N	2.061	10.950	61.650	6.750	13	FRI	AUG
03	005	GLE	R	9.872	345	B	17	S	1363	10.180	52.140	5.310	11	SAT	AUG	S	1.748	11.230	60.610	6.810	16	SUN	AUG
03	005	GLE	R	10.877	202	B	17	N	1684	10.110	57.200	5.780	11	FRI	JUN	N	1.945	10.490	63.690	6.680	17	FRI	AUG
03	005	GLE	R	24.817	92	B	17	S	1391	9.260	53.870	4.990	11	SUN	AUG	S	1.717	10.650	57.870	6.160	15	SUN	AUG
03	005	GLE	R	27.812	95	A	17	N	1507	9.350	58.780	5.490	10	FRI	JUN	S	1.679	10.500	58.300	6.120	13	SUN	JUL
02	005	TEH	R	26.525	321	B	17	S	1967	7.730	66.810	5.170	8	TUE	AUG	N	2.259	9.080	65.330	5.930	16	SAT	AUG
02	005	SHA	R	14.459	304	A	17	N	3082	8.450	53.520	4.520	12	THU	JUL	S	3.290	9.030	53.480	4.830	15	THU	AUG
02	005	SHA	R	15.448	196	A	17	N	2737	8.290	55.720	4.620	10	FRI	AUG	N	2.927	9.220	53.620	4.940	15	FRI	JUN
02	005	SHA	R	24.080	309	A	17	N	1586	10.990	63.570	6.980	12	THU	AUG	N	1.620	11.850	60.200	7.130	15	SAT	JUL
02	005	SHA	R	26.035	273	B	17	N	2031	13.270	66.850	8.870	11	SUN	AUG	N	2,029	10.820	81.950	8.860	14	WED	JAN
02	005	SIS	R	11.170	310	O	17	S	1441	4.810	71.510	3.440	8	TUE	AUG	N	1.783	6.720	63.380	4.260	13	FRI	AUG
02	005	SIS	R	22.999	294	O	17	N	1040	10.440	60.570	6.320	9	SAT	JUL	N	1.247	12.050	62.950	7.580	15	FRI	AUG
11	008	SD		14.594	806	B	17	W	7281	6.910	59.510	4.110	7	THU	AUG	E	7.411	7.980	52.460	4.180	15	THU	JUN
11	008	SD	R	18.727	824	B	17	W	7730	11.830	67.150	7.940	7	FRI	JUL	E	8.228	14.630	57.810	8.460	17	WED	JUL
04	009	SCL		0.000	50	A	16	N	288	13.850	64.290	8.910	12	SAT	JUN	S	337	13.270	78.560	10.420	17	SUN	JUN
08	010	SBD		31.405	150	B	17	W	7791	6.710	67.540	4.530	7	TUE	AUG	E	7,116	6.820	60.720	4.140	16	THU	JUL
10	012	CAL		13.872	155	A	15	E	489	11.910	68.490	8.160	8	MON	JAN	W	431	11.620	61.840	7.190	15	TUE	JAN
11	015	SD		0.405	909	A	17	S	4417	6.970	57.790	4.030	6	THU	JUN	N	5.130	8.640	54.170	4.680	16	TUE	JUL
11	015	SD	M	15.000	999	X	17	S	11760	7.860	57.140	4.490	7	TUE	AUG	S	10.492	7.660	52.330	4.010	15	FRI	AUG
11	015	SD	M	26.026	934	B	17	S	9465	6.560	66.810	4.380	6	THU	JUL	N	9.205	7.270	58.590	4.260	16	THU	JUN
03	016	SAC	R	22.848	910	A	17	E	325	8.730	60.630	5.290	11	SAT	JUL	E	369	8.860	67.830	6.010	17	MON	JUL
08	018	SBD	R	17.732	814	B	15	N	867	10.320	80.430	8.300	10	FRI	JUL	N	1,068	11.810	86.550	10.220	16	FRI	JUL
08	018	SBD		73.783	899	A	15	S	449	10.590	51.670	5.470	11	FRI	JAN	S	493	9.540	62.960	6.010	13	THU	JAN
10	026	SJ		6.850	52	A	16	W	418	9.570	66.560	6.370	7	WED	AUG	E	357	9.050	60.100	5.440	17	MON	AUG
03	028	PLA		0.830	156	A	15	W	524	7.340	62.460	4.580	11	SAT	JAN	E	629	9.310	59.060	5.500	16	FRI	JAN
03	028	PLA		11.028	167	O	16	W	560	7.810	56.400	4.400	12	SAT	JAN	W	675	9.450	56.160	5.310	16	TUE	JAN
07	033	VEN		11.210	84	A	17	N	686	10.620	53.220	5.650	7	MON	AUG	S	749	11.520	53.580	6.170	14	SUN	AUG
06	033	KER	R	11.555	56	A	15	S	271	8.710	75.280	6.560	5	TUE	JUL	N	237	9.580	59.850	5.730	16	FRI	JUL
06	033	KER		18.790	57	B	15	S	577	6.360	99.140	6.310	2	WED	JUL	S	504	10.280	53.620	5.510	15	FRI	JAN
06	033	FRE	R	18.588	608	B	17	N	282	7.690	78.990	6.070	5	THU	AUG	S	285	8.890	69.010	6.140	16	TUE	AUG
10	033	MER	R	5.635	191	B	16	S	616	10.250	63.900	6.550	12	SAT	JUN	S	541	9.440	60.990	5.750	13	SUN	JUL
02	036	TEH		44.004	112	A	15	W	137	13.120	54.150	7.100	11	SAT	AUG	W	154	11.560	69.060	7.980	14	SUN	AUG
02	036	TEH		55.260	286	A	16	W	121	16.020	59.020	9.450	10	SUN	AUG	W	158	16.250	75.960	12.340	15	SUN	AUG
02	036	TEH		82.205	225	O	16	W	126	18.610	60.580	11.270	11	SUN	AUG	W	161	20.660	69.700	14.400	13	SUN	AUG
02	036	PLU		6.287	218	B	16	W	257	16.710	77.640	12.970	10	SUN	AUG	E	218	14.790	74.400	11.000	17	FRI	AUG
02	036	PLU		8.840	114	O	16	W	382	14.660	51.830	7.600	11	SAT	AUG	E	375	14.400	51.800	7.460	13	SAT	AUG
02	036	PLU		9.180	235	A	16	W	296	12.100	61.540	7.450	11	SUN	AUG	W	296	12.150	61.280	7.450	13	SUN	AUG
02	036	LAS		0.760	115	B	16	W	117	11.840	50.650	6.000	12	SUN	AUG	W	130	12.610	52.850	6.660	15	FRI	AUG
02	036	LAS		25.045	296	O	17	W	585	9.480	54.830	5.200	10	SAT	JUL	W	641	10.470	54.410	5.690	15	THU	JUN
07	039	LA		17.813	746	O	16	N	269	18.000	63.900	11.500	11	SUN	JUN	S	312	18.600	71.720	13.340	16	SUN	JUN
08	040	SBD	R	28.481	855	B	17	W	1061	12.050	63.690	7.680	11	SUN	JUL	W	1,055	11.300	67.540	7.630	14	SUN	JUL
05	041	SLO		14.520	277	B	17	S	987	13.690	50.180	6.870	10	SAT	JUL	S	1.137	15.790	50.130	7.910	19	FRI	JUL
06	041	KIN		8.098	33	A	17	S	701	11.660	76.860	8.960	9	SAT	JUL	N	675	12.680	68.040	8.630	17	SUN	JUN
06	041	KIN		20.080	38	B	17	S	536	9.800	70.900	6.940	10	SAT	JUN	N	550	11.180	63.730	7.130	16	SUN	JUN
06	041	KIN		33.004	414	B	17	S	536	9.660	69.160	6.680	10	SAT	JUN	N	576	11.210	64.070	7.180	16	SUN	JUN
06	041	MAD		35.770	620	A	16	N	720	10.370	62.770	6.510	9	SAT	AUG	S	654	9.300	63.620	5.920	17	SUN	AUG
06	041	MPA		4.918	153	O	16	N	381	15.740	78.560	12.370	10	SAT	AUG	S	353	14.090	81.340	11.460	17	SUN	AUG
02	044	SHA		32.000	284	A	17	E	285	11.490	63.900	7.340	9	SAT	JUL	W	278	12.990	55.160	7.160	15	SUN	JUL
02	044	SHA	R	49.353	118	B	16	E	144	14.650	73.850	10.820	10	SAT	AUG	W	128	15.480	62.140	9.620	15	SUN	AUG
02	044	SHA		62.685	119	B	16	W	129	17.320	53.750	9.310	12	SAT	AUG	W	130	15.510	60.470	9.380	14	SUN	AUG
02	044	LAS		37.247	120	B	17	W	138	13.910	58.970	8.200	10	FRI	JUN	E	144	16.770	51.060	8.560	13	SUN	JUN
05	046	SLO		45.480	544	B	17	W	1205	9.060	62.370	5.650	12	SAT	AUG	E	1.226	9.460	60.750	5.750	14	SUN	JUN
06	046	KER		0.000	68	A	17	E	524	11.720	55.690	6.530	12	SUN	JUL	W	560	13.170	52.980	6.980	16	FRI	JUL
06	046	KER		20.543	4	A	15	E	468	10.070	58.870	5.930	12	SUN	JUL	E	558	12.680	55.740	7.070	15	MON	JUL
10	049	TUO	R	6.468	176	B	16	N	65	11.410	67.010	7.650	11	SAT	JUL	S	61	10.710	67.030	7.180	16	FRI	JUL
03	049	ED		24.480	260	B	17	S	398	8.290	73.160	6.060	7	THU	AUG	N	410	10.150	61.560	6.250	17	FRI	JUN
03	049	NEV	R	13.663	212	B	15	S	1192	8.040	56.250	4.520	12	SUN	JUN	S	1.297	8.850	55.620	4.920	17	WED	JUN
03	049	SIE		47.440	217	B	17	N	49	23.060	61.250	14.120	11	SUN	JUL	N	51	20.750	70.830	14.700	14	SUN	AUG
02	049	PLU		7.500	121	B	16	S	62	9.410	65.960	6.210	8	TUE	AUG	S	76	10.810	70.370	7.610	17	MON	AUG
03	050	ED		80.439	387	O	16	W	1016	7.130	50.800	3.620	12	SAT	JAN	E	1,277	8.490	53.630	4.550	16	SAT	JAN
11	052	SD		0.324	720	A	17	E	5478	8.490	71.460	6.070	8	TUE	AUG	E	5.944	9.080	72.520	6.590	17	TUE	JUN
11	054	SD		4.207	816	A	17	W	5865	8.040	59.840	4.810	7	WED	AUG	E	5.071	7.900	52.670	4.160	16	TUE	AUG
07	060	LA	R	7.774	499	A	16	W	8141	6.450	56.900	3.670	7	WED	JUL	W	7.719	6.590	52.760	3.480	14	SUN	JUL
08	062	SBD		125.761	986	A	17	W	311	13.320	81.410	10.850	9	SUN	JUN	W	295	13.600	75.640	10.290	16	SUN	JUN
11	067	SD		15.200	972	A	17	S	1639	7.370	85.370	6.290	6	WED	AUG	N	1.597	8.450	72.560	6.130	16	WED	AUG
03	070	BUT		4.060	628	B	17	E	633	8.240	53.190	4.380	11	SAT	JUL	W	711	9.250	53.220	4.920	14	FRI	JUL
02	070	PLU		33.026	306	B	16	W	131	14.010	71.200	9.980	11	SUN	AUG	W	120	13.860	65.930	9.140	14	SUN	AUG
02	070	PLU		43.785	122	B	16	E	644	11.850	53.220	6.300	12	FRI	AUG	E	574	10.600	53.000	5.620	13	THU	AUG
02	070	PLU	R	66.628	255	B	16	W	190	12.540	53.980	6.770	12	THU	AUG	W	192	10.080	67.850	6.840	18	FRI	AUG
11	076	SD		32.870	831	B	17	W	441	8.120	66.820	5.430	9	FRI	JUN	W	603	9.160	81.050	7.420	20	SUN	JUL
04	077	ALA		0.098	29	A	15	S	939	6.380	68.640	4.380	7	THU	JUN	N	852	7.000	56.760	3.970	18	MON	JUN
11	078	SD		4.384	971	A	17	W	5084	6.930	54.500	3.770	7	TUE	AUG	W	5,163	7.190	53.320	3.830	16	THU	JUN
11	078	IMP		21.023	719	A	17	W	216	14.630	79.120	11.580	8	MON	JAN	W	216	15.220	76.060	11.580	14	MON	JAN
08	078	RIV		9.352	775	A	17	W	117	11.230	65.360	7.340	12	FRI	JUN	W	121	10.790	70.350	7.590	13	SUN	JUL
03	080	PLA		7.421	451	A	15	W	4613	7.990	59.750	4.770	11	MON	JUL	E	4.676	8.400	57.590	4.840	16	FRI	JAN
03	080	PLA	R	26.209	325	A	17	W	2998	11.620	61.020	7.090	12	SUN	JUL	E	3.007	11.150	63.830	7.110	13	SAT	JUL
03	080	NEV	R	9.007	759	A	16	W	3005	13.350	73.620	9.820	10	TUE	JUL	W	2.655	14.270	60.830	8.680	14	SUN	AUG
04	082	SM		12.963	185	B	15	S	1330	9.410	56.600	5.330	8	MON	JAN	S	1.333	9.980	53.510	5.340	17	WED	JUL
03	084	YOL		11.770	343	B	17	N	113	12.930	73.380	9.490	7	MON	JUL	S	132	17.720	62.560	11.080	17	FRI	JUL
10	088	SJ		9.610	329	A	17	E	511	8.080	64.200	5.190	9	SAT	JUL	W	608	9.010	68.470	6.170	17	MON	JAN
10	089	ALP		23.972	653	O	15	S	372	17.030	68.260	11.620	10	FRI	JUL	N	706	31.660	69.690	22.060	17	THU	JUL
03	089	ED		0.000	653	O	15	S	372	17.030	68.260	11.620	10	FRI	JUL	N	706	31.660	69.690	22.060	17	THU	JUL
03	089	ED		8.550	655	B	16	N	323	11.300	57.470	6.500	12	SAT	AUG	N	360	13.660	53.020	7.240	15	FRI	JUL
03	089	PLA	T	8.569	667	A	17	N	858	12.580	58.650	7.380	9	WED	JUL	S	803	12.250	56.350	6.900	16	FRI	JUN
03	089	PLA		13.058	668	O	15	N	638	10.360	62.060	6.430	11	SUN	JAN	N	659	10.830	61.300	6.640	15	SUN	JAN
02	089	PLU		8.710	126	B	16	N	197	14.780	58.280	8.610	11	SUN	AUG	S	187	14.780	55.330	8.180	13	FRI	AUG
02	089	PLU	R	42.185	129	B	16	N	161	13.490	69.400	9.360	10	SUN	AUG	S	164	18.370	51.900	9.530	14	FRI	AUG
02	089	TEH	R	0.010	130	A	16	N	95	30.670	77.240	23.690	10	SAT	AUG	S	98	29.930	81.670	24.440	17	SUN	AUG
02	089	SHA		21.719	195	B	17	N	220	18.590	63.580	11.820	12	SUN	AUG	S	143	12.840	59.830	7.680	13	WED	AUG
02	089	SHA		30.000	242	O	17	S	130	15.730	58.300	9.170	12	THU	AUG	N	131	16.640	55.510	9.240	13	MON	AUG
12	091	ORA	R	3.020	723	A	16	E	10060	6.190	59.650	3.690	6	FRI	JUL	E	10,745	6.930	56.830	3.940	14	TUE	JUL
12	091	ORA		6.800	412	A	16	W	8208	7.000	52.410	3.670	7	WED	JAN	W	8,326	6.690	55.650	3.720	16	MON	JUN
12	091	ORA	R	10.091	913	A	16	E	10297	6.340	52.040	3.300	12	SAT	JUN	W	11,433	6.230	58.790	3.660	15	TUE	JUN
01	096	HUM		3.590	108	O	17	W	116	9.890	58.000	5.730	12	THU	AUG	W	138	12.700	53.700	6.820	13	MON	AUG
02	097	SIS	L	0.000	268	A	17	N	547	9.930	50.050	4.970	12	MON	AUG	N	621	9.660	58.420	5.640	16	TUE	AUG
02	097	SIS		20.190	183	B	17	N	364	13.750	72.510	9.970	9	FRI	AUG	N	460	15.640	80.560	12.600	17	SUN	AUG
02	097	SIS		53.809	290	B	17	N	285	9.350	62.360	5.830	10	WED	AUG	N	411	12.130	69.310	8.410	17	WED	AUG
06	099	TUL		23.489	632	B	17	S	2117	7.330	53.500	3.920	12	MON	JAN	N	2.619	8.680	55.910	4.850	14	FRI	JUN
03	099	SUT		30.252	561	A	17	N	1293	7.450	51.840	3.860	12	THU	JUN	N	1.501	8.360	53.630	4.480	15	FRI	JUN
03	099	SUT	T	30.629	562	A	17	S	976	7.510	56.940	4.280	7	TUE	AUG	N	1.109	8.050	60.400	4.860	17	WED	AUG
03	099	SUT		40.250	564	B	17	S	766	7.330	54.710	4.010	10	SAT	AUG	N	851	8.360	53.290	4.460	16	WED	AUG
07	101	LA		27.600	703	B	16	N	8024	7.530	55.630	4.190	8	WED	JUN	N	6.949	6.820	53.200	3.630	13	SUN	JUN
05	101	SLO		17.756	441	B	17	N	3325	7.200	66.350	4.780	6	WED	AUG	S	3,458	8.350	59.530	4.970	15	WED	JUN
05	101	SLO		52.440	239	A	17	N	2703	9.060	50.680	4.590	11	FRI	JUL	S	2,939	9.630	51.860	4.990	15	FRI	AUG
05	101	MON	R	32.015	508	B	15	S	975	11.660	50.050	5.840	11	SUN	JUL	N	1.218	13.890	52.480	7.290	14	SUN	JUL
05	101	MON		47.694	741	A	17	N	1611	9.160	54.590	5.000	12	SUN	AUG	N	1.833	9.930	57.300	5.690	14	SUN	JUN
05	101	SBT		7.550	711	B	16	S	3018	9.070	54.910	4.980	11	SAT	AUG	S	2.803	8.460	54.690	4.630	15	SAT	AUG
04	101	SCL		3.197	58	B	16	N	3029	9.180	54.450	5.000	11	SUN	JUN	N	3.168	8.960	58.340	5.230	16	SUN	JUN
01	101	MEN		42.200	164	O	17	N	904	9.610	56.610	5.440	10	SAT	JUL	N	1.002	11.100	54.310	6.030	15	FRI	JUL
01	101	MEN		55.380	115	B	17	S	535	10.900	60.250	6.570	12	SUN	JUN	S	588	12.370	58.390	7.220	13	SUN	JUL
01	101	HUM		33.246	928	A	17	S	437	10.980	52.910	5.810	11	FRI	AUG	N	523	11.470	60.600	6.950	15	WED	AUG
01	101	HUM	R	51.840	801	B	17	S	557	10.310	59.000	6.090	11	FRI	AUG	N	615	11.140	60.290	6.720	15	MON	AUG
01	101	HUM		57.510	185	B	17	N	667	9.230	55.450	5.120	12	FRI	AUG	N	818	11.570	54.210	6.270	15	FRI	AUG
01	101	HUM		65.540	110	A	17	S	1149	7.970	61.350	4.890	11	SUN	AUG	S	1.420	10.280	58.800	6.040	17	TUE	AUG
01	101	HUM		125.730	133	O	17	S	307	13.830	56.230	7.770	11	SUN	JUL	N	349	14.970	59.050	8.840	14	SAT	JUL
01	101	DN	R	0.510	134	O	17	N	279	14.140	53.970	7.630	11	SAT	AUG	S	293	15.620	51.310	8.010	14	SUN	AUG
01	101	DN		23.770	806	A	17	N	340	14.200	53.210	7.560	11	THU	JUL	N	378	14.160	59.340	8.400	16	WED	AUG
01	101	DN	R	28.410	930	B	17	S	591	10.820	51.660	5.590	12	MON	JUL	N	634	10.220	58.650	5.990	17	TUE	AUG
01	101	DN		45.890	807	B	17	N	476	10.490	54.530	5.720	12	FRI	AUG	N	542	11.550	56.400	6.510	16	FRI	AUG
07	105	LA	R	18.100	520	O	15	E	1304	9.440	71.410	6.740	7	WED	JAN	E	1.448	9.470	79.000	7.480	17	WED	JUN
11	111	IMP		57.625	709	B	17	N	110	10.740	61.450	6.600	11	SUN	JAN	N	175	14.830	70.850	10.500	15	SAT	JAN
03	113	YOL		22.076	722	O	17	S	513	9.850	77.140	7.600	5	MON	AUG	N	653	13.350	72.480	9.670	15	FRI	AUG
03	113	SUT		0.000	722	O	17	S	513	9.850	77.140	7.600	5	MON	AUG	N	653	13.350	72.480	9.670	15	FRI	AUG
11	115	IMP	L	10.901	880	B	17	N	430	9.090	63.890	5.800	7	THU	JAN	N	441	11.120	53.520	5.950	15	FRI	JAN
10	120	TUO		15.516	174	A	16	E	436	14.280	73.520	10.500	9	SAT	JUL	W	427	14.490	70.930	10.280	16	SUN	JUL
10	120	TUO	R	23.897	35	B	16	E	431	13.240	69.630	9.220	10	SAT	JUN	W	445	16.570	57.420	9.520	13	SUN	AUG
09	120	MNO		51.860	100	B	17	W	33	21.400	60.000	12.840	12	SUN	JUL	W	35	22.180	61.400	13.620	14	FRI	AUG
03	128	YOL		4.637	730	B	17	W	196	15.240	70.000	10.670	11	SAT	AUG	E	266	19.920	72.680	14.480	15	FRI	AUG
05	135	SB	M	11.722	222	B	17	N	632	28.620	61.840	17.700	7	WED	JUL	N	1,311	45.280	81.080	36.710	16	TUE	JUL
05	135	SB		10.930	221	B	17	N	1149	8.610	56.460	4.860	7	WED	JAN	S	1.294	10.050	54.480	5.470	17	THU	AUG
09	136	INY		17.730	938	B	17	E	61	18.160	64.210	11.660	10	FRI	JUL	W	67	20.460	62.620	12.810	14	TUE	AUG
08	138	SBD	R	37.848	853	B	15	E	427	7.210	86.790	6.260	7	TUE	JAN	W	513	9.910	75.890	7.520	17	FRI	JAN
02	139	LAS		0.000	142	A	16	S	342	10.560	54.290	5.730	12	FRI	AUG	S	333	9.890	56.440	5.580	16	WED	JUN
02	139	MOD		0.231	144	B	17	N	92	19.970	71.320	14.240	12	FRI	AUG	N	72	18.110	61.540	11.150	14	FRI	AUG
02	139	MOD	R	0.231	228	A	17	N	95	14.440	60.510	8.740	11	FRI	AUG	N	85	12.140	64.390	7.820	14	MON	AUG
02	139	MOD		50.684	230	O	17	N	149	10.370	61.070	6.330	11	SAT	AUG	N	155	11.600	56.780	6.580	14	WED	AUG
02	139	SIS		0.000	230	O	17	N	149	10.370	61.070	6.330	11	SAT	AUG	N	155	11.600	56.780	6.580	14	WED	AUG
02	139	SIS		5.042	100	B	17	N	365	15.510	75.100	11.650	12	WED	AUG	N	381	16.020	75.900	12.160	14	SUN	AUG
02	139	SIS		5.043	145	B	17	N	365	14.930	75.100	11.210	12	WED	AUG	N	381	15.420	75.900	11.700	14	SUN	AUG
06	145	FRE		35.149	47	A	16	N	441	8.140	59.430	4.840	12	MON	JUL	N	741	12.160	66.880	8.130	16	FRI	JUL
06	145	MAD		8.060	99	A	16	S	708	6.940	72.250	5.010	6	WED	JAN	N	731	8.940	57.920	5.180	17	FRI	JAN
06	145	MAD		11.020	101	A	16	N	471	8.770	55.150	4.840	12	SUN	JUL	N	487	8.450	59.170	5.000	17	FRI	JUL
06	145	MAD		25.459	53	B	16	N	269	7.150	68.800	4.920	12	SAT	JAN	S	307	9.900	56.750	5.620	15	SUN	JUL
02	147	PLU		0.000	146	A	16	S	74	15.450	53.620	8.290	12	SAT	AUG	S	70	15.120	51.850	7.840	14	SUN	AUG
06	155	KER	R	11.016	565	B	15	W	68	17.440	81.930	14.290	5	FRI	JUN	E	40	12.820	65.570	8.400	14	TUE	JUN
09	158	MNO		3.860	503	B	17	N	161	19.420	52.100	10.120	12	SAT	JUN	S	177	21.180	52.520	11.130	16	SUN	JUL
09	158	MNO		7.180	509	A	17	N	86	15.860	75.440	11.960	10	SUN	AUG	S	77	18.780	57.040	10.710	13	SAT	AUG
03	160	SAC		11.460	818	A	17	N	363	13.590	54.920	7.460	12	SAT	JUL	N	456	14.950	62.720	9.380	16	FRI	JUL
03	160	SAC		21.100	820	B	17	S	131	12.580	55.510	6.980	12	SUN	JUL	N	161	15.670	54.760	8.580	16	FRI	JUL
03	160	SAC		26.250	312	B	17	N	332	20.060	66.530	13.350	10	SUN	JUL	S	359	24.290	59.440	14.430	13	SUN	JUL
02	161	SIS		19.361	152	B	17	W	63	10.490	57.270	6.010	10	FRI	AUG	E	67	12.110	52.760	6.390	16	THU	AUG
03	162	BUT		22.899	769	A	17	W	275	7.040	74.320	5.230	7	WED	JUN	E	309	9.240	63.580	5.880	16	FRI	JUN
06	166	KER		0.010	109	A	15	W	144	7.720	63.720	4.920	5	MON	JUL	E	182	9.320	66.670	6.220	16	SUN	JUL
06	166	KER		22.765	613	B	15	W	599	19.540	93.160	18.210	5	SAT	JUL	E	607	20.760	88.870	18.450	14	SAT	JUL
06	166	KER		24.620	187	B	15	W	537	22.950	86.060	19.750	5	SAT	JUL	E	518	22.360	85.200	19.050	14	THU	JUL
09	167	MNO		0.000	949	A	17	E	26	22.530	63.420	14.290	11	SAT	AUG	W	24	19.230	68.570	13.190	13	TUE	AUG
09	167	MNO		21.331	602	B	17	W	16	26.040	64.000	16.670	7	SUN	AUG	E	14	22.920	63.640	14.580	13	SUN	JUL
09	168	MNO		1.450	943	B	17	W	27	18.930	69.230	13.110	12	THU	JUN	W	28	19.420	70.000	13.590	15	WED	JUL
02	172	TEH		0.000	153	A	16	W	15	19.310	53.570	10.340	12	SUN	AUG	E	17	17.240	68.000	11.720	18	FRI	AUG
02	172	TEH		8.917	154	B	16	E	25	28.570	65.790	18.800	12	SAT	AUG	E	23	31.580	54.760	17.290	15	SUN	AUG
08	173	SBD	L	0.000	988	A	15	W	101	14.200	60.480	8.590	12	SUN	AUG	W	165	25.510	55.000	14.030	16	FRI	AUG
06	178	KER	R	42.941	413	B	15	W	284	11.320	68.770	7.780	11	SUN	AUG	W	246	10.250	65.780	6.740	14	SUN	AUG

09	182	MNO		0.000	950	A	16	S	90	16.180	55.900	9.050	9	TUE	JUL	N	85	13.870	61.590	8.540	16	TUE	JUL
09	190	INY		24.550	918	A	17	E	70	15.360	70.000	10.750	10	THU	AUG	W	80	15.670	78.430	12.290	16	SAT	AUG
01	197	DN	R	0.000	741	A	17	N	208	13.790	61.360	8.460	11	SAT	JUL	N	221	14.280	62.960	8.990	14	SAT	AUG
06	198	FRE		22.660	43	A	17	W	92	8.330	57.860	4.820	7	THU	JUN	E	113	7.700	76.870	5.920	22	THU	JUN
06	198	TUL	R	19.762	18	A	17	E	523	10.660	64.250	6.850	10	SAT	JUL	E	458	11.040	54.330	6.000	13	SUN	JUL
06	198	TUL		27.960	408	B	17	E	458	12.990	69.710	9.060	11	SAT	JUL	W	426	11.060	76.210	8.430	18	SUN	JUL
06	198	TUL		27.960	630	A	17	E	498	13.520	73.240	9.900	10	SAT	JUL	W	484	13.380	71.920	9.620	17	SUN	JUL
06	198	TUL		42.350	135	A	17	E	338	17.630	81.060	14.290	10	SAT	JUL	W	286	14.840	81.480	12.090	17	SUN	JUL
01	199	DN		4.160	730	B	17	S	308	11.560	64.570	7.460	12	TUE	AUG	N	318	15.000	51.370	7.700	13	SUN	JUN
06	201	TUL		13.970	27	B	17	W	92	10.650	77.310	8.240	5	SAT	JUN	E	91	11.280	72.220	8.150	15	WED	JUN
08	215	RIV	R	15.515	603	B	17	S	4887	6.760	61.000	4.120	7	WED	JUN	N	4,938	7.580	55.000	4.170	17	FRI	JUN
03	220	SAC		3.114	922	B	17	E	97	22.370	59.150	13.230	12	SAT	JUL	W	60	14.600	56.080	8.190	15	FRI	JUL
03	267	NEV	M	1.419	929	A	16	E	955	10.480	56.950	5.970	11	FRI	JUL	W	1.082	10.660	63.420	6.760	16	MON	JUL
03	267	NEV	M	1.419	928	B	16	E	805	10.180	56.250	5.720	11	SAT	JUL	W	1.045	12.110	61.360	7.430	16	FRI	JUL
06	269	FRE		24.764	940	B	17	S	217	11.860	70.000	8.300	5	THU	JUN	N	216	11.660	70.820	8.260	15	THU	JUN
09	270	MNO		0.000	978	A	17	E	66	27.110	89.190	24.180	9	WED	AUG	W	63	35.900	64.290	23.080	13	THU	AUG
01	271	MEN		7.290	196	B	17	N	85	19.540	52.150	10.190	11	WED	AUG	S	85	19.310	52.800	10.190	13	MON	JUN
01	281	LAK		15.300	281	A	15	E	496	11.840	80.780	9.560	7	THU	JAN	W	420	11.220	72.170	8.100	17	WED	JAN
01	299	HUM		0.000	192	A	17	W	678	9.100	59.320	5.400	8	TUE	JAN	W	717	10.680	53.430	5.710	16	THU	AUG
01	299	HUM	R	7.600	475	O	15	W	238	11.360	53.130	6.030	12	FRI	AUG	E	272	13.130	52.510	6.900	16	FRI	AUG
02	299	TRI	R	58.110	208	B	17	W	281	9.110	65.200	5.940	10	TUE	JUL	E	307	12.430	52.210	6.490	16	FRI	JUN
02	299	SHA		21.648	209	O	17	W	612	10.310	56.880	5.860	12	SAT	JUL	E	658	10.910	57.770	6.300	15	SAT	JUN
02	299	SHA		80.085	164	B	17	W	238	9.880	53.600	5.300	11	SAT	AUG	W	264	11.020	53.330	5.880	15	WED	AUG
02	299	SHA		91.560	165	B	17	W	175	9.470	56.270	5.330	11	FRI	AUG	W	191	11.320	51.340	5.810	13	WED	AUG
02	299	LAS		3.900	166	B	17	W	86	9.740	63.240	6.160	9	TUE	AUG	W	89	10.090	63.120	6.370	14	MON	AUG
09	395	KER	R	1.152	654	B	17	S	357	12.330	62.850	7.750	12	SUN	JUL	S	357	11.830	65.510	7.750	14	SUN	JUL
09	395	KER	R	23.480	919	B	17	S	287	12.920	59.180	7.650	11	SUN	JUN	S	318	12.760	66.390	8.470	14	SUN	JUN
09	395	INY	R	3.022	110	A	17	S	668	15.650	64.730	10.130	11	SUN	AUG	S	864	17.440	75.130	13.100	14	SUN	AUG
09	395	INY		73.500	644	A	17	S	816	15.950	66.780	10.650	12	SUN	AUG	S	766	13.830	72.330	10.000	14	SUN	JAN
09	395	MNO	R	13.931	310	B	17	S	813	12.510	84.690	10.590	11	SUN	JAN	S	653	11.920	71.370	8.510	13	SUN	JAN
09	395	MNO		40.336	987	A	17	N	492	20.190	55.530	11.210	10	SUN	AUG	S	405	15.090	61.180	9.230	13	WED	AUG
09	395	MNO		58.240	989	A	17	S	340	16.760	57.430	9.620	12	WED	JUL	S	327	16.470	56.190	9.260	13	FRI	AUG
09	395	MNO		76.300	526	B	17	N	377	18.580	52.510	9.760	11	SUN	AUG	N	324	16.300	51.430	8.380	13	SUN	AUG
09	395	MNO		76.300	527	A	17	S	384	18.500	54.470	10.080	11	SUN	JUL	S	323	16.530	51.270	8.480	14	FRI	AUG
09	395	MNO		80.610	909	A	17	N	322	18.420	53.050	9.770	12	SUN	AUG	N	316	18.110	52.930	9.590	14	SUN	AUG
09	395	MNO		116.965	530	B	17	S	351	15.860	55.020	8.730	10	SUN	JUL	N	328	13.530	60.290	8.160	14	SUN	JUL
09	395	MNO		120.490	991	B	17	S	325	14.670	56.620	8.300	11	SAT	JUL	N	302	14.330	53.830	7.720	14	FRI	JUN
02	395	MOD		3.216	246	B	17	S	135	17.360	77.140	13.390	11	TUE	AUG	S	224	25.990	85.500	22.220	16	MON	AUG
02	395	MOD		22.070	177	B	17	S	380	11.260	57.490	6.470	11	TUE	AUG	S	436	10.570	70.210	7.420	18	MON	AUG
02	395	MOD		28.285	178	A	17	S	184	17.950	87.620	15.730	10	TUE	AUG	S	465	42.910	92.630	39.740	16	MON	AUG
12	405	ORA		21.200	434	A	16	N	12887	6.450	51.440	3.320	6	WED	AUG	S	13,649	7.010	50.120	3.510	15	FRI	JAN
03	505	YOL		10.623	964	A	17	N	920	10.620	70.660	7.500	11	THU	AUG	N	1,041	13.080	64.900	8.490	15	FRI	JUN
03	505	YOL		10.623	342	B	17	N	1083	7.460	77.080	5.750	7	SAT	JUL	N	1,270	10.490	64.270	6.740	13	FRI	AUG
04	580	ALA		10.689	532	A	17	E	8430	6.060	62.180	3.770	7	THU	AUG	W	10,713	7.220	66.330	4.790	14	WED	AUG
11	805	SD		1.805	681	A	17	N	9517	8.330	67.460	5.620	12	SAT	JUL	N	10,511	9.180	67.590	6.210	17	THU	JUL
11	805	SD		11.096	925	B	17	N	9576	5.770	73.350	4.230	6	WED	JAN	S	10,077	7.210	61.850	4.460	15	THU	JAN

ATTACHMENT D – PROJECT CONCEPT PLAN

CRC DEVELOPMENT CONCEPT

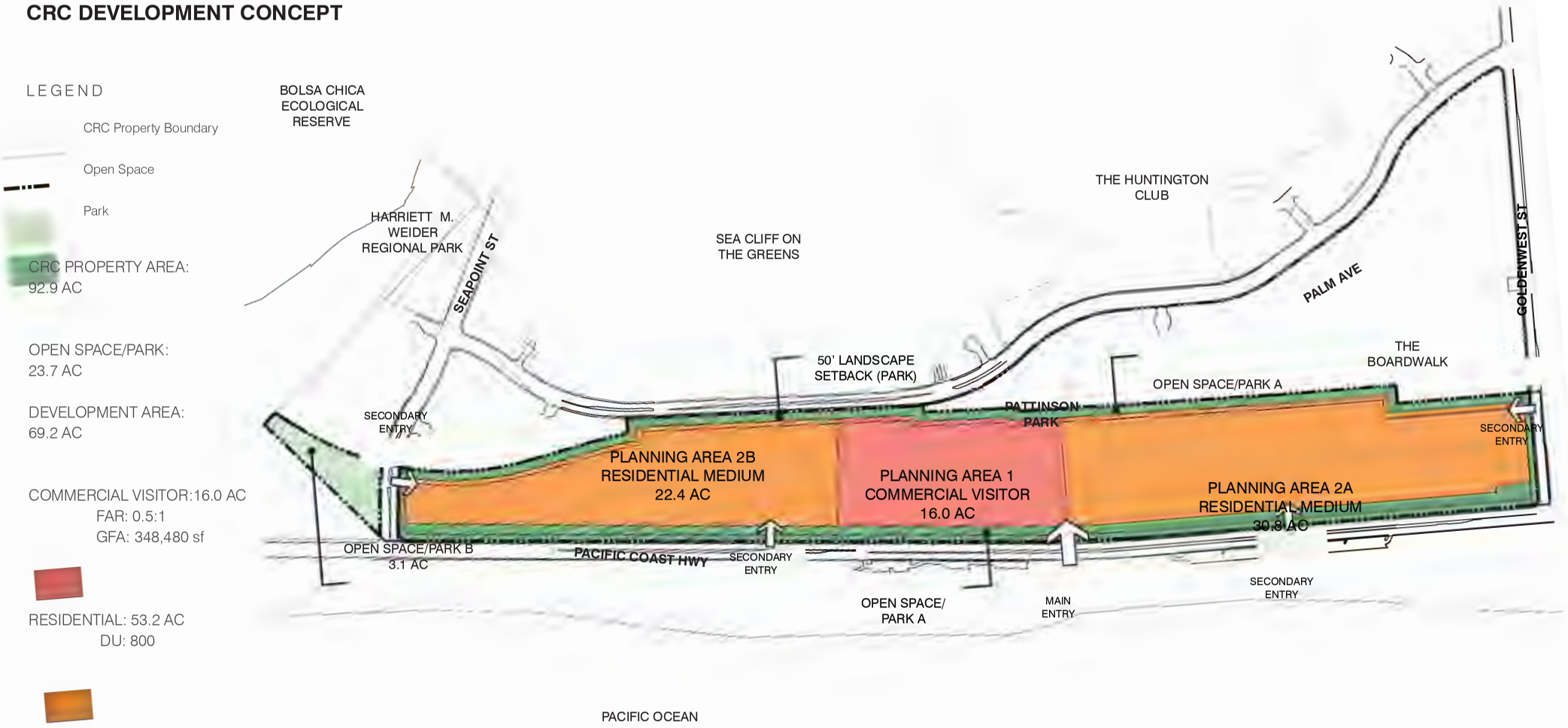


FIGURE 2.1: DEVELOPMENT CONCEPT PLAN

APPENDIX B – TRAFFIC COUNTS

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jun 3, 25

LOCATION: Huntington Beach
NORTH & SOUTH: PCH
EAST & WEST: Warner Ave

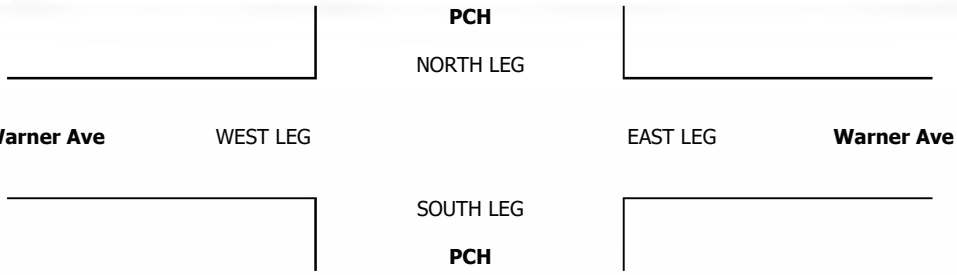
PROJECT #: SC5414
LOCATION #: 1
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N
W
E
S

		NORTHBOUND PCH			SOUTHBOUND PCH			EASTBOUND Warner Ave			WESTBOUND Warner Ave			
	LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 0	EL 1	ET 1	ER 0	WL 2	WT 1	WR 2	TOTAL
AM	7:00 AM	1	105	21	57	178	3	3	8	6	93	15	74	564
	7:15 AM	3	159	48	75	294	2	5	4	10	74	19	96	789
	7:30 AM	4	192	55	86	312	3	5	14	19	117	25	104	936
	7:45 AM	3	156	79	84	273	3	5	17	38	86	46	79	869
	8:00 AM	6	139	70	84	295	6	6	12	42	120	51	91	922
	8:15 AM	3	168	72	72	291	1	9	15	27	88	39	114	899
	8:30 AM	12	155	88	104	237	5	9	15	7	106	19	108	865
	8:45 AM	14	147	85	89	186	11	11	19	9	105	20	118	814
	VOLUMES	46	1,221	518	651	2,066	34	53	104	158	789	234	784	6,658
	APPROACH %	3%	68%	29%	24%	75%	1%	17%	33%	50%	44%	13%	43%	
	APP/DEPART	1,785	/	2,058	2,751	/	3,013	315	/	1,273	1,807	/	314	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	16	655	276	326	1,171	13	25	58	126	411	161	388	3,626
	APPROACH %	2%	69%	29%	22%	78%	1%	12%	28%	60%	43%	17%	40%	
	PEAK HR FACTOR		0.943			0.941			0.871			0.916		0.968
	APP/DEPART	947	/	1,068	1,510	/	1,708	209	/	660	960	/	190	0
PM	4:00 PM	6	205	104	123	186	5	8	17	7	77	11	104	853
	4:15 PM	2	221	96	132	200	2	6	22	10	58	12	106	867
	4:30 PM	10	284	101	140	143	4	14	17	17	68	14	92	904
	4:45 PM	5	274	97	102	182	6	6	18	6	58	9	132	895
	5:00 PM	4	311	113	96	212	3	5	13	7	68	4	154	990
	5:15 PM	6	295	90	88	200	3	1	10	6	57	9	157	922
	5:30 PM	2	255	90	80	207	0	4	9	3	40	7	118	815
	5:45 PM	4	263	109	92	176	4	1	13	2	50	6	122	842
	VOLUMES	39	2,108	800	853	1,506	27	45	119	58	476	72	985	7,091
	APPROACH %	1%	71%	27%	36%	63%	1%	20%	54%	26%	31%	5%	64%	
	APP/DEPART	2,949	/	3,139	2,387	/	2,042	222	/	1,772	1,533	/	138	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	25	1,164	401	426	737	16	26	58	36	251	36	535	3,713
	APPROACH %	2%	73%	25%	36%	62%	1%	22%	48%	30%	31%	4%	65%	
	PEAK HR FACTOR		0.929			0.949			0.625			0.909		0.938
	APP/DEPART	1,591	/	1,726	1,180	/	1,025	120	/	885	822	/	77	0



		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	8	0	1	4	13	0	0	1	4	5
	7:15 AM	1	0	2	6	9	0	0	0	3	3
	7:30 AM	5	4	2	3	14	1	0	2	2	5
	7:45 AM	0	0	3	4	7	0	0	2	0	2
	8:00 AM	5	7	1	7	20	0	0	0	4	4
	8:15 AM	2	7	2	6	17	0	0	0	5	5
	8:30 AM	4	12	0	5	21	0	0	0	2	2
	8:45 AM	2	4	4	2	12	0	0	1	2	3
	TOTAL	27	34	15	37	113	1	0	6	22	29
PM	4:00 PM	0	2	4	6	12	0	0	0	3	3
	4:15 PM	0	2	2	5	9	0	1	0	2	3
	4:30 PM	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	2	2	0	0	0	2	2
	5:00 PM	1	0	0	1	2	0	0	0	1	1
	5:15 PM	0	2	1	2	5	0	2	0	1	3
	5:30 PM	1	0	0	5	6	0	0	0	4	4
	5:45 PM	0	0	0	7	7	0	0	0	7	7
	TOTAL	2	6	7	28	43	0	3	0	20	23

	E LEG	W LEG	S LEG	N LEG
AM	12	18	8	20
PM	1	2	1	5

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jun 3, 25

LOCATION: Huntington Beach
NORTH & SOUTH: Bolsa Chica St
EAST & WEST: Warner Ave

PROJECT #: SC5414
LOCATION #: 2
CONTROL: SIGNAL

NOTES:

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

		NORTHBOUND Bolsa Chica St			SOUTHBOUND Bolsa Chica St			EASTBOUND Warner Ave			WESTBOUND Warner Ave			
	LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 2	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
AM	7:00 AM	10	20	33	54	10	48	23	122	3	6	81	42	452
	7:15 AM	9	20	25	80	14	73	42	151	2	7	89	42	554
	7:30 AM	6	22	48	117	11	84	54	160	7	10	103	37	659
	7:45 AM	9	35	47	151	22	109	64	205	1	11	107	55	816
	8:00 AM	11	30	43	92	10	72	64	161	5	20	175	70	753
	8:15 AM	7	19	23	106	15	76	63	143	2	16	169	71	710
	8:30 AM	8	27	23	92	16	65	55	182	5	10	167	66	716
	8:45 AM	8	22	29	66	15	79	47	165	3	12	137	58	641
	VOLUMES	68	195	271	758	113	606	412	1,289	28	92	1,028	441	5,340
	APPROACH %	13%	37%	51%	51%	8%	41%	24%	75%	2%	6%	64%	28%	
	APP/DEPART	534	/	1,052	1,481	/	233	1,729	/	2,353	1,596	/	1,702	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	35	111	136	441	63	322	246	691	13	57	618	262	3,018
	APPROACH %	12%	39%	48%	53%	8%	39%	26%	73%	1%	6%	64%	27%	
	PEAK HR FACTOR		0.775			0.733			0.880			0.881		0.918
	APP/DEPART	282	/	620	827	/	133	950	/	1,290	959	/	975	0
PM	4:00 PM	12	15	18	90	36	75	72	181	12	26	194	81	812
	4:15 PM	10	29	26	114	28	62	74	166	3	31	192	63	798
	4:30 PM	6	24	28	90	31	97	77	179	3	33	217	74	859
	4:45 PM	9	30	21	92	34	60	66	150	5	23	204	72	766
	5:00 PM	4	19	30	107	36	79	72	161	9	26	249	102	894
	5:15 PM	9	16	25	87	36	81	42	125	11	27	217	76	752
	5:30 PM	5	19	24	122	29	66	66	155	8	27	177	67	765
	5:45 PM	7	21	25	74	33	54	63	130	7	29	199	78	720
	VOLUMES	62	173	197	776	263	574	532	1,247	58	222	1,649	613	6,413
	APPROACH %	14%	40%	46%	48%	16%	35%	29%	68%	3%	9%	65%	24%	
	APP/DEPART	432	/	1,325	1,620	/	543	1,840	/	2,257	2,521	/	2,288	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	29	102	105	403	129	298	289	656	20	113	862	311	3,343
	APPROACH %	12%	43%	44%	48%	15%	36%	30%	68%	2%	9%	66%	24%	
	PEAK HR FACTOR		0.908			0.935			0.932			0.860		0.930
	APP/DEPART	236	/	706	834	/	262	966	/	1,185	1,307	/	1,190	0

Bolsa Chica St

NORTH LEG

Warner Ave WEST LEG — EAST LEG **Warner Ave**

SOUTH LEG

Bolsa Chica St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	0	1	0	0	1	0	1	0	0	1
	7:15 AM	1	2	3	3	9	0	1	1	1	3
	7:30 AM	0	3	1	2	6	0	0	0	1	1
	7:45 AM	3	4	3	3	13	2	4	0	1	7
	8:00 AM	0	1	1	3	5	0	0	0	0	0
	8:15 AM	0	2	1	1	4	0	1	0	0	1
	8:30 AM	0	1	3	1	5	0	0	1	0	1
	8:45 AM	0	1	0	4	5	0	1	0	2	3
	TOTAL	4	15	12	17	48	2	8	2	5	17
PM	4:00 PM	4	3	1	5	13	3	1	0	2	6
	4:15 PM	3	3	3	4	13	2	2	2	2	8
	4:30 PM	2	0	0	2	4	2	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	2	3	5	0	0	0	3	3
	5:15 PM	0	1	0	2	3	0	0	0	1	1
	5:30 PM	1	0	0	1	2	1	0	0	1	2
	5:45 PM	0	0	1	3	4	0	0	0	3	3
	TOTAL	10	7	7	20	44	8	3	2	12	25

AM	E LEG	W LEG	S LEG	N LEG
	3	8	8	8

PM	E LEG	W LEG	S LEG	N LEG
	5	3	5	9

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jun 3, 25

LOCATION: Huntington Beach
NORTH & SOUTH: Seapoint St
EAST & WEST: PCH

PROJECT #: SC5414
LOCATION #: 3
CONTROL: SIGNAL

NOTES:

AM PM MD OTHER OTHER

N ◄ W E ► S

		NORTHBOUND Seapoint St			SOUTHBOUND Seapoint St			EASTBOUND PCH			WESTBOUND PCH			
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	12	0	34	14	265	0	0	123	8	456
	7:15 AM	0	0	0	16	0	47	22	316	0	0	181	6	588
	7:30 AM	0	0	0	21	0	50	25	380	0	0	224	11	711
	7:45 AM	0	0	0	20	0	49	37	358	0	0	192	5	661
	8:00 AM	0	0	0	32	0	52	45	409	0	0	204	13	755
	8:15 AM	0	0	0	20	0	45	34	349	0	0	200	17	665
	8:30 AM	0	0	0	38	0	47	40	313	0	0	204	13	655
	8:45 AM	0	0	0	21	0	38	34	237	0	0	196	12	538
	VOLUMES	0	0	0	180	0	362	251	2,627	0	0	1,524	85	5,030
	APPROACH %	0%	0%	0%	33%	0%	67%	9%	91%	0%	0%	95%	5%	
	APP/DEPART	0	/	337	543	/	0	2,878	/	2,807	1,609	/	1,886	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	0	93	0	196	141	1,496	0	0	820	46	2,793
	APPROACH %	0%	0%	0%	32%	0%	68%	9%	91%	0%	0%	95%	5%	
	PEAK HR FACTOR		0.000			0.863			0.901			0.921		0.925
	APP/DEPART	0	/	188	290	/	0	1,637	/	1,589	866	/	1,016	0
PM	4:00 PM	0	0	0	14	0	40	34	198	0	0	305	26	617
	4:15 PM	0	0	0	16	0	50	54	227	0	0	295	20	662
	4:30 PM	0	0	0	23	0	46	39	225	0	0	307	28	668
	4:45 PM	0	0	0	22	0	59	34	219	0	0	357	21	712
	5:00 PM	0	0	0	6	0	54	46	259	0	0	367	17	749
	5:15 PM	0	0	0	12	0	49	54	229	0	0	368	17	729
	5:30 PM	0	0	0	10	0	34	40	217	0	0	365	17	683
	5:45 PM	0	0	0	11	0	23	40	185	0	0	295	27	581
	VOLUMES	0	0	0	114	0	355	341	1,759	0	0	2,659	173	5,404
	APPROACH %	0%	0%	0%	24%	0%	76%	16%	84%	0%	0%	94%	6%	
	APP/DEPART	0	/	514	469	/	0	2,103	/	1,873	2,832	/	3,017	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	0	0	50	0	196	174	924	0	0	1,457	72	2,873
	APPROACH %	0%	0%	0%	20%	0%	80%	16%	84%	0%	0%	95%	5%	
	PEAK HR FACTOR		0.000			0.759			0.900			0.993		0.959
	APP/DEPART	0	/	246	246	/	0	1,098	/	974	1,529	/	1,653	0

Seapoint St

NORTH LEG

PCH WEST LEG EAST LEG **PCH**

SOUTH LEG

Seapoint St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	4	0	1	1	6	3	0	0	0	3
	7:15 AM	7	1	2	0	10	6	0	0	0	6
	7:30 AM	10	0	2	5	17	10	0	0	1	11
	7:45 AM	7	0	10	4	21	4	0	0	2	6
	8:00 AM	9	1	9	2	21	6	0	0	2	8
	8:15 AM	9	0	4	4	17	9	0	0	1	10
	8:30 AM	7	5	29	3	44	5	0	0	0	5
	8:45 AM	6	4	9	1	20	4	0	0	0	4
	TOTAL	59	11	66	20	156	47	0	0	6	53
PM	4:00 PM	9	0	0	0	9	9	0	0	0	9
	4:15 PM	5	0	3	0	8	4	0	0	0	4
	4:30 PM	4	0	3	0	7	2	0	1	0	3
	4:45 PM	0	0	0	1	1	0	0	0	0	0
	5:00 PM	1	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0
	5:45 PM	2	0	0	0	2	0	0	0	0	0
	TOTAL	21	0	7	1	29	15	0	1	0	16

	E LEG	W LEG	S LEG	N LEG
AM	35	1	25	15
PM	E LEG	W LEG	S LEG	N LEG
	1	0	1	1

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jun 3, 25

LOCATION: Huntington Beach
NORTH & SOUTH: Seapoint St
EAST & WEST: Project Dwy

PROJECT #: SC5414
LOCATION #: 4
CONTROL: STOP E/W

NOTES:

AM
PM
MD
OTHER
OTHER

N
W
E
S

		NORTHBOUND Seapoint St			SOUTHBOUND Seapoint St			EASTBOUND Project Dwy			WESTBOUND Project Dwy			
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	22	0	0	46	0	0	0	0	0	0	0	68
	7:15 AM	0	28	0	0	63	0	0	1	0	0	0	0	92
	7:30 AM	0	37	0	0	72	0	0	0	0	0	0	0	109
	7:45 AM	0	42	0	0	69	0	0	0	0	0	1	0	112
	8:00 AM	0	57	0	0	84	0	0	1	0	0	0	0	142
	8:15 AM	0	51	0	0	63	2	0	0	1	1	0	0	118
	8:30 AM	0	52	0	0	84	0	0	0	0	0	1	0	137
	8:45 AM	0	46	0	0	58	0	1	1	0	1	0	0	107
	VOLUMES	0	335	0	0	539	2	1	3	1	2	2	0	887
	APPROACH %	0%	100%	0%	0%	99%	0%	20%	60%	20%	50%	50%	0%	
	APP/DEPART	336	/	337	542	/	543	5	/	3	4	/	4	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	202	0	0	300	2	0	1	1	1	2	0	511
	APPROACH %	0%	100%	0%	0%	99%	1%	0%	50%	50%	33%	67%	0%	
	PEAK HR FACTOR		0.890			0.891			0.500			0.750		0.900
	APP/DEPART	203	/	203	303	/	303	2	/	1	3	/	4	0
PM	4:00 PM	0	60	0	0	52	0	1	2	2	0	0	1	118
	4:15 PM	0	74	0	0	62	0	0	1	3	1	0	0	141
	4:30 PM	0	67	0	0	69	0	0	0	0	0	0	0	136
	4:45 PM	0	55	0	0	79	0	0	0	0	2	0	0	136
	5:00 PM	0	62	0	0	56	0	0	0	0	3	1	0	122
	5:15 PM	0	71	0	0	61	0	0	0	0	0	0	0	132
	5:30 PM	0	57	0	0	45	0	0	1	0	0	0	0	103
	5:45 PM	0	67	0	0	34	0	0	0	0	0	0	1	102
	VOLUMES	0	513	0	0	458	0	1	4	5	6	1	2	991
	APPROACH %	0%	100%	0%	0%	100%	0%	10%	40%	50%	67%	11%	22%	
	APP/DEPART	514	/	516	458	/	470	10	/	4	9	/	1	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	258	0	0	266	0	0	1	3	6	1	0	536
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	25%	75%	86%	14%	0%	
	PEAK HR FACTOR		0.875			0.842			0.250			0.438		0.950
	APP/DEPART	259	/	258	266	/	276	4	/	1	7	/	1	0

Seapoint St

NORTH LEG

Project Dwy WEST LEG EAST LEG **Project Dwy**

SOUTH LEG

Seapoint St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	3	1	0	0	4	3	0	0	0	3
	7:15 AM	4	0	0	0	4	2	0	0	0	2
	7:30 AM	19	2	1	0	22	17	2	1	0	20
	7:45 AM	9	5	0	0	14	6	5	0	0	11
	8:00 AM	9	8	1	0	18	5	6	1	0	12
	8:15 AM	8	2	0	0	10	7	1	0	0	8
	8:30 AM	11	6	0	0	17	8	0	0	0	8
	8:45 AM	8	6	2	0	16	5	2	2	0	9
	TOTAL	71	30	4	0	105	53	16	4	0	73
PM	4:00 PM	9	2	0	0	11	9	2	0	0	11
	4:15 PM	5	1	0	0	6	2	0	0	0	2
	4:30 PM	4	1	0	0	5	2	0	0	0	2
	4:45 PM	1	0	0	0	1	0	0	0	0	0
	5:00 PM	1	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0
	5:30 PM	1	0	1	0	2	0	0	1	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0
	TOTAL	21	4	1	0	26	13	2	1	0	16

AM	E LEG	W LEG	S LEG	N LEG
	37	21	1	0
PM	E LEG	W LEG	S LEG	N LEG
	11	2	0	0

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC5414
Tue, Jun 3, 25	NORTH & SOUTH:	Seapoint St	LOCATION #:	5
	EAST & WEST:	Doral Dr	CONTROL:	STOP W

NOTES:

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

		NORTHBOUND Seapoint St			SOUTHBOUND Seapoint St			EASTBOUND Doral Dr			WESTBOUND Doral Dr			
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR 0	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL
AM	7:00 AM	0	20	1	3	47	0	0	0	0	5	0	8	84
	7:15 AM	0	25	1	4	51	0	0	0	0	4	0	14	99
	7:30 AM	0	48	0	3	59	0	0	0	0	4	0	13	127
	7:45 AM	0	43	7	11	63	0	0	0	0	4	0	21	149
	8:00 AM	0	48	7	21	80	0	0	0	0	4	0	18	178
	8:15 AM	0	40	5	18	61	0	0	0	0	4	0	19	147
	8:30 AM	0	44	9	10	83	0	0	0	0	4	0	18	168
	8:45 AM	0	41	4	16	57	0	0	0	0	3	0	17	138
	VOLUMES	0	309	34	86	501	0	0	0	0	32	0	128	1,097
	APPROACH %	0%	90%	10%	14%	84%	0%	0%	0%	0%	20%	0%	80%	
	APP/DEPART	343	/	444	594	/	533	0	/	120	160	/	0	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	175	28	60	287	0	0	0	0	16	0	76	642
	APPROACH %	0%	86%	14%	17%	83%	0%	0%	0%	0%	17%	0%	83%	
	PEAK HR FACTOR		0.923			0.859			0.000			0.920		0.902
	APP/DEPART	203	/	251	347	/	303	0	/	88	92	/	0	0
PM	4:00 PM	0	72	9	14	45	0	0	0	0	1	0	15	156
	4:15 PM	0	70	7	18	63	0	0	0	0	5	0	11	174
	4:30 PM	0	73	4	18	64	0	0	0	0	7	0	18	184
	4:45 PM	0	57	4	19	69	0	0	0	0	5	0	14	168
	5:00 PM	0	62	6	6	58	0	0	0	0	2	0	5	139
	5:15 PM	0	63	5	9	44	0	0	0	0	5	0	14	140
	5:30 PM	0	50	5	9	44	0	0	0	0	0	0	13	121
	5:45 PM	0	50	6	9	38	0	0	0	0	3	0	11	117
	VOLUMES	0	497	46	102	425	0	0	0	0	28	0	101	1,203
	APPROACH %	0%	92%	8%	19%	80%	0%	0%	0%	0%	22%	0%	78%	
	APP/DEPART	543	/	601	530	/	453	0	/	149	130	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	272	24	69	241	0	0	0	0	18	0	58	683
	APPROACH %	0%	92%	8%	22%	77%	0%	0%	0%	0%	24%	0%	76%	
	PEAK HR FACTOR		0.914			0.884			0.000			0.760		0.928
	APP/DEPART	296	/	331	311	/	259	0	/	93	76	/	0	0

Seapoint St

NORTH LEG

Doral Dr WEST LEG EAST LEG **Doral Dr**

SOUTH LEG

Seapoint St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	4	0	1	0	5	4	0	1	0	5
	7:15 AM	5	1	3	0	9	5	0	3	0	8
	7:30 AM	3	1	2	0	6	2	0	2	0	4
	7:45 AM	8	1	1	1	11	6	0	1	1	8
	8:00 AM	6	2	0	0	8	4	0	0	0	4
	8:15 AM	5	3	0	0	8	4	0	0	0	4
	8:30 AM	4	3	1	0	8	1	0	0	0	1
	8:45 AM	5	4	0	0	9	3	0	0	0	3
	TOTAL	40	15	8	1	64	29	0	7	1	37
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0
	4:15 PM	2	0	1	2	5	0	0	1	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0
	5:45 PM	1	1	0	0	2	0	0	0	0	0
	TOTAL	3	1	1	2	7	0	0	1	0	1

	E LEG	W LEG	S LEG	N LEG
AM	23	9	2	1
PM	E LEG	W LEG	S LEG	N LEG
	2	0	1	2

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jun 3, 25

LOCATION: Huntington Beach
NORTH & SOUTH: Seapoint St
EAST & WEST: Garfield Ave

PROJECT #: SC5414
LOCATION #: 6
CONTROL: STOP ALL

NOTES:

AM
PM
MD
OTHER
OTHER

N
W
E
S

		NORTHBOUND Seapoint St			SOUTHBOUND Overlook Dr			EASTBOUND Garfield Ave			WESTBOUND Garfield Ave			
	LANES:	NL X	NT 1	NR 2	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 1.5	WT X	WR 1.5	TOTAL
AM	7:00 AM	0	0	26	0	0	0	0	0	0	38	0	0	64
	7:15 AM	0	0	37	0	0	0	0	0	0	47	0	0	84
	7:30 AM	0	0	67	0	0	0	0	0	0	54	0	0	121
	7:45 AM	0	0	72	1	0	0	0	0	0	87	0	1	161
	8:00 AM	0	0	65	1	0	0	0	0	0	106	0	0	172
	8:15 AM	0	0	69	0	0	0	0	0	0	74	0	0	143
	8:30 AM	0	0	60	0	0	0	0	0	0	82	0	0	142
	8:45 AM	0	0	54	0	0	0	0	0	0	72	0	0	126
	VOLUMES	0	0	450	2	0	0	0	0	0	560	0	1	1,091
	APPROACH %	0%	0%	86%	100%	0%	0%	0%	0%	0%	99%	0%	0%	
	APP/DEPART	524	/	1	2	/	634	0	/	456	565	/	0	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	0	266	2	0	0	0	0	0	349	0	1	660
	APPROACH %	0%	0%	87%	100%	0%	0%	0%	0%	0%	99%	0%	0%	
	PEAK HR FACTOR		0.956			0.500			0.000			0.830		0.922
	APP/DEPART	306	/	1	2	/	389	0	/	270	352	/	0	0
PM	4:00 PM	0	1	77	1	1	0	0	0	0	54	0	1	135
	4:15 PM	0	0	73	0	0	0	0	0	0	83	0	0	156
	4:30 PM	0	1	83	0	2	0	0	0	0	91	0	1	178
	4:45 PM	0	0	61	1	0	0	0	0	0	68	0	1	131
	5:00 PM	0	0	68	0	0	0	0	0	0	69	0	0	137
	5:15 PM	0	0	77	0	0	0	0	0	0	66	0	0	143
	5:30 PM	0	0	62	0	0	0	0	0	0	65	0	0	127
	5:45 PM	0	0	57	0	0	0	0	0	0	47	0	0	104
	VOLUMES	0	2	558	2	3	0	0	0	0	543	0	3	1,154
	APPROACH %	0%	0%	93%	40%	60%	0%	0%	0%	0%	99%	0%	1%	
	APP/DEPART	599	/	5	5	/	585	0	/	564	550	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	1	285	1	2	0	0	0	0	311	0	2	630
	APPROACH %	0%	0%	91%	33%	67%	0%	0%	0%	0%	99%	0%	1%	
	PEAK HR FACTOR		0.851			0.375			0.000			0.853		0.847
	APP/DEPART	313	/	3	3	/	340	0	/	287	314	/	0	0

Seapoint St

NORTH LEG

Garfield Ave WEST LEG EAST LEG **Garfield Ave**

SOUTH LEG

Seapoint St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	1	0	0	0	1	1	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0
	7:30 AM	2	0	0	0	2	2	0	0	0	2
	7:45 AM	3	0	0	1	4	3	0	0	1	4
	8:00 AM	6	0	2	2	10	6	0	2	2	10
	8:15 AM	2	0	0	1	3	2	0	0	0	2
	8:30 AM	1	0	0	0	1	1	0	0	0	1
	8:45 AM	2	0	0	0	2	2	0	0	0	2
	TOTAL	17	0	2	4	23	17	0	2	3	22
PM	4:00 PM	1	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	3	4	0	0	0	2	2
	TOTAL	1	1	0	3	5	0	0	0	2	2

	E LEG	W LEG	S LEG	N LEG
AM	12	0	2	4
PM	E LEG	W LEG	S LEG	N LEG
	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC5414
Tue, Jun 3, 25	NORTH & SOUTH:	Edwards St	LOCATION #:	7
	EAST & WEST:	Garfield Ave	CONTROL:	SIGNAL

NOTES:

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

		NORTHBOUND Peninsula Ln			SOUTHBOUND Edwards St			EASTBOUND Garfield Ave			WESTBOUND Garfield Ave			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	TOTAL
AM	7:00 AM	0	7	6	45	10	23	14	12	0	1	15	20	153
	7:15 AM	2	7	11	64	6	19	14	23	1	1	27	21	196
	7:30 AM	1	12	15	95	14	26	31	36	0	1	28	35	294
	7:45 AM	1	15	24	110	26	41	20	54	0	20	47	64	422
	8:00 AM	2	23	15	156	41	48	29	36	1	19	56	59	485
	8:15 AM	1	14	12	122	38	30	26	43	0	9	43	57	395
	8:30 AM	1	24	8	73	18	48	30	30	0	11	33	59	335
	8:45 AM	1	11	9	86	24	35	23	30	0	5	35	48	307
	VOLUMES	9	113	100	751	177	270	187	264	2	67	284	363	2,690
	APPROACH %	4%	51%	45%	63%	15%	23%	41%	58%	0%	8%	35%	45%	
	APP/DEPART	222	/	663	1,198	/	246	456	/	1,215	814	/	566	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	5	76	59	461	123	167	105	163	1	59	179	239	1,732
	APPROACH %	4%	54%	42%	61%	16%	22%	39%	60%	0%	10%	31%	42%	
	PEAK HR FACTOR		0.875			0.766			0.912			0.806		0.820
	APP/DEPART	140	/	420	751	/	183	270	/	777	571	/	352	0
PM	4:00 PM	1	14	12	67	16	28	36	42	0	6	26	76	324
	4:15 PM	1	23	5	88	26	38	29	41	1	10	44	83	389
	4:30 PM	1	12	2	66	16	33	51	32	0	5	58	71	347
	4:45 PM	0	21	4	75	11	31	34	28	2	11	39	82	338
	5:00 PM	2	22	4	71	16	14	30	38	0	5	53	89	344
	5:15 PM	1	23	6	79	16	22	29	48	0	3	43	78	348
	5:30 PM	1	14	3	56	11	22	28	37	0	10	45	81	308
	5:45 PM	0	16	9	60	24	27	32	25	0	10	20	63	286
	VOLUMES	7	145	45	562	136	215	269	291	3	60	328	623	2,697
	APPROACH %	4%	74%	23%	62%	15%	24%	48%	52%	1%	6%	32%	61%	
	APP/DEPART	197	/	1,037	913	/	199	563	/	911	1,024	/	550	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	4	78	15	300	69	116	144	139	3	31	194	325	1,425
	APPROACH %	4%	80%	15%	62%	14%	24%	50%	49%	1%	6%	35%	58%	
	PEAK HR FACTOR		0.836			0.798			0.861			0.941		0.913
	APP/DEPART	97	/	547	485	/	103	286	/	461	557	/	314	0

Edwards St

NORTH LEG

Garfield Ave WEST LEG EAST LEG **Garfield Ave**

SOUTH LEG

Edwards St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	0	0	0	0
	7:30 AM	0	2	4	2	8	0	0	3	2	5
	7:45 AM	2	4	3	1	10	0	0	1	0	1
	8:00 AM	1	14	1	0	16	1	2	1	0	4
	8:15 AM	2	3	4	2	11	1	0	2	0	3
	8:30 AM	2	4	1	0	7	1	1	0	0	2
	8:45 AM	0	3	4	1	8	0	0	4	0	4
	TOTAL	7	31	17	6	61	3	3	11	2	19
PM	4:00 PM	2	0	3	0	5	0	0	2	0	2
	4:15 PM	1	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	2	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	1	1	0	0	0	0	0
	TOTAL	3	3	3	1	10	0	0	2	0	2

	E LEG	W LEG	S LEG	N LEG
AM	7	25	9	3
PM	1	1	0	0

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC5414
Tue, Jun 3, 25	NORTH & SOUTH:	Goldenwest St	LOCATION #:	9
	EAST & WEST:	PCH	CONTROL:	SIGNAL

NOTES:

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

		NORTHBOUND Goldenwest St			SOUTHBOUND Goldenwest St			EASTBOUND PCH			WESTBOUND PCH			
	LANES:	NL 0	NT 1	NR 0	SL 2	ST X	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
AM	7:00 AM	0	0	0	53	0	14	25	208	0	0	111	24	435
	7:15 AM	0	0	0	59	0	29	30	308	0	0	161	25	612
	7:30 AM	0	0	0	98	0	44	33	363	0	0	188	27	753
	7:45 AM	1	0	0	76	0	33	56	309	0	1	155	30	661
	8:00 AM	0	0	0	82	0	37	55	385	0	0	183	33	775
	8:15 AM	0	0	0	94	0	48	54	327	1	0	169	26	719
	8:30 AM	0	0	0	87	0	32	37	333	1	0	197	32	719
	8:45 AM	0	0	0	74	0	27	16	213	0	0	175	48	553
	VOLUMES	1	0	0	623	0	264	306	2,446	2	1	1,339	245	5,304
	APPROACH %	100%	0%	0%	70%	0%	30%	11%	87%	0%	0%	84%	15%	
	APP/DEPART	1	/	551	887	/	3	2,819	/	3,081	1,597	/	1,669	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	1	0	0	350	0	162	198	1,384	1	1	695	116	2,948
	APPROACH %	100%	0%	0%	68%	0%	32%	12%	86%	0%	0%	85%	14%	
	PEAK HR FACTOR		0.250			0.901			0.890			0.938		0.933
	APP/DEPART	1	/	314	512	/	2	1,617	/	1,740	818	/	892	0
PM	4:00 PM	0	0	0	37	0	42	51	173	0	0	302	65	670
	4:15 PM	0	0	0	34	0	33	46	213	0	0	286	70	682
	4:30 PM	0	0	0	38	0	30	48	203	0	0	303	58	680
	4:45 PM	0	0	0	37	0	26	31	191	0	0	363	59	707
	5:00 PM	0	0	0	42	0	48	49	218	0	0	327	56	740
	5:15 PM	0	0	0	38	0	36	32	213	0	0	363	51	733
	5:30 PM	0	0	0	37	0	36	30	164	0	0	330	55	652
	5:45 PM	0	0	0	25	0	24	45	177	0	0	298	51	620
	VOLUMES	0	0	0	288	0	275	332	1,552	0	0	2,572	465	5,540
	APPROACH %	0%	0%	0%	51%	0%	49%	17%	81%	0%	0%	84%	15%	
	APP/DEPART	0	/	800	566	/	0	1,916	/	1,861	3,058	/	2,879	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	0	0	155	0	140	160	825	0	0	1,356	224	2,889
	APPROACH %	0%	0%	0%	52%	0%	47%	16%	83%	0%	0%	85%	14%	
	PEAK HR FACTOR		0.000			0.828			0.919			0.938		0.964
	APP/DEPART	0	/	387	298	/	0	1,000	/	991	1,591	/	1,511	0

Goldenwest St

NORTH LEG

PCH WEST LEG EAST LEG **PCH**

SOUTH LEG

Goldenwest St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	2	4	2	1	9	0	3	0	0	3
	7:15 AM	0	11	2	5	18	0	9	0	3	12
	7:30 AM	0	7	3	8	18	0	4	0	3	7
	7:45 AM	2	12	10	6	30	0	8	0	3	11
	8:00 AM	1	15	6	5	27	0	11	0	4	15
	8:15 AM	4	11	6	5	26	0	9	0	3	12
	8:30 AM	3	7	28	4	42	0	5	0	2	7
	8:45 AM	0	8	4	7	19	0	6	0	1	7
	TOTAL	12	75	61	41	189	0	55	0	19	74
PM	4:00 PM	1	9	0	8	18	0	9	0	8	17
	4:15 PM	1	2	1	2	6	0	2	0	2	4
	4:30 PM	1	3	1	3	8	0	3	0	3	6
	4:45 PM	1	0	0	1	2	0	0	0	0	0
	5:00 PM	0	4	0	4	8	0	4	0	4	8
	5:15 PM	0	5	0	4	9	0	5	0	4	9
	5:30 PM	0	1	0	0	1	0	1	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0
	TOTAL	4	24	2	22	52	0	24	0	21	45

	E LEG	W LEG	S LEG	N LEG
AM	7	45	25	24
PM	2	12	1	12

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jun 3, 25

LOCATION: Huntington Beach
NORTH & SOUTH: Goldenwest St
EAST & WEST: Project Dwy

PROJECT #: SC5414
LOCATION #: 10
CONTROL: STOP E

NOTES:

AM
PM
MD
OTHER
OTHER

N
W
E
S

		NORTHBOUND Goldenwest St			SOUTHBOUND Goldenwest St			EASTBOUND Project Dwy			WESTBOUND Project Dwy			
	LANES:	NL 1	NT 3	NR X	SL X	ST 3	SR 0	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL
AM	7:00 AM	0	45	0	0	67	2	0	0	0	0	0	0	114
	7:15 AM	1	52	0	0	97	1	2	0	0	0	0	0	153
	7:30 AM	1	64	0	0	133	0	0	0	2	0	0	0	200
	7:45 AM	2	80	0	0	121	0	1	0	1	0	0	0	205
	8:00 AM	0	95	0	0	123	0	0	0	0	0	0	0	218
	8:15 AM	1	91	0	0	131	1	1	0	0	0	0	0	225
	8:30 AM	2	70	0	0	119	1	0	0	0	0	0	0	192
	8:45 AM	0	66	0	0	105	0	0	0	0	0	0	4	175
	VOLUMES	7	563	0	0	896	5	4	0	3	0	0	4	1,483
	APPROACH %	1%	99%	0%	0%	99%	1%	57%	0%	43%	0%	0%	100%	
	APP/DEPART	571	/	571	901	/	900	7	/	0	4	/	12	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	4	330	0	0	508	1	2	0	3	0	0	0	849
	APPROACH %	1%	99%	0%	0%	100%	0%	40%	0%	60%	0%	0%	0%	
	PEAK HR FACTOR		0.882			0.957			0.625			0.000		0.939
	APP/DEPART	335	/	332	509	/	512	5	/	0	0	/	5	0
PM	4:00 PM	1	115	0	0	71	1	0	0	0	0	0	0	188
	4:15 PM	0	119	0	0	76	0	0	0	0	0	0	0	195
	4:30 PM	0	109	0	0	68	1	3	0	0	0	0	0	181
	4:45 PM	0	91	0	0	64	0	2	0	0	0	0	0	157
	5:00 PM	0	105	0	0	88	0	8	0	0	0	0	0	201
	5:15 PM	0	91	0	0	79	0	1	0	1	0	0	0	172
	5:30 PM	0	89	0	0	66	0	0	0	0	0	0	0	155
	5:45 PM	0	86	0	0	46	0	0	0	0	0	0	0	132
	VOLUMES	1	805	0	0	558	2	14	0	1	0	0	0	1,383
	APPROACH %	0%	100%	0%	0%	100%	0%	93%	0%	7%	0%	0%	0%	
	APP/DEPART	808	/	819	560	/	561	15	/	0	0	/	3	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	424	0	0	296	1	13	0	0	0	0	0	734
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.891			0.844			0.406			0.000		0.913
	APP/DEPART	424	/	437	297	/	296	13	/	0	0	/	1	0

Goldenwest St

NORTH LEG

Project Dwy WEST LEG EAST LEG **Project Dwy**

SOUTH LEG

Goldenwest St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	1	5	0	0	6	0	3	0	0	3
	7:15 AM	0	5	0	0	5	0	3	0	0	3
	7:30 AM	2	5	0	0	7	0	3	0	0	3
	7:45 AM	1	8	0	0	9	0	4	0	0	4
	8:00 AM	0	12	0	0	12	0	7	0	0	7
	8:15 AM	4	9	0	0	13	0	5	0	0	5
	8:30 AM	3	7	0	0	10	0	4	0	0	4
	8:45 AM	0	5	0	0	5	0	1	0	0	1
	TOTAL	11	56	0	0	67	0	30	0	0	30
PM	4:00 PM	0	1	0	0	1	0	1	0	0	1
	4:15 PM	1	0	0	0	1	0	0	0	0	0
	4:30 PM	1	0	0	0	1	0	0	0	0	0
	4:45 PM	1	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	2	0	0	2	0	1	0	0	1
	5:30 PM	0	1	0	0	1	0	1	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0
	TOTAL	3	4	0	0	7	0	3	0	0	3

AM	E LEG	W LEG	S LEG	N LEG
	7	34	0	0
PM	E LEG	W LEG	S LEG	N LEG
	3	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jun 3, 25

LOCATION: Huntington Beach
NORTH & SOUTH: Goldenwest St
EAST & WEST: Orange Ave

PROJECT #: SC5414
LOCATION #: 11
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N
W
E
S

		NORTHBOUND Goldenwest St			SOUTHBOUND Meridian Dr			EASTBOUND Orange Ave			WESTBOUND Orange Ave			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	2	46	2	14	65	7	1	1	2	2	2	18	162
	7:15 AM	1	54	4	10	86	1	4	1	8	4	0	17	190
	7:30 AM	2	66	1	20	123	3	5	2	7	3	2	24	258
	7:45 AM	2	84	0	27	103	6	18	4	7	2	3	19	275
	8:00 AM	3	95	3	29	113	7	12	6	7	3	1	15	294
	8:15 AM	1	93	3	40	126	9	10	9	5	4	2	16	318
	8:30 AM	1	72	0	38	112	9	7	9	3	3	6	22	282
	8:45 AM	2	72	1	18	97	7	9	3	3	4	7	26	249
	VOLUMES	14	582	14	196	825	49	66	35	42	25	23	157	2,034
	APPROACH %	2%	95%	2%	18%	77%	5%	46%	24%	29%	12%	11%	77%	
	APP/DEPART	612	/	809	1,074	/	894	143	/	245	205	/	86	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	7	344	6	134	454	31	47	28	22	12	12	72	1,173
	APPROACH %	2%	96%	2%	22%	73%	5%	48%	29%	23%	13%	13%	75%	
	PEAK HR FACTOR		0.889			0.877			0.836			0.774		0.916
	APP/DEPART	359	/	465	621	/	490	97	/	168	96	/	50	0
PM	4:00 PM	3	114	3	32	67	18	11	3	2	3	5	18	279
	4:15 PM	4	119	1	45	76	21	8	1	0	2	1	24	302
	4:30 PM	3	111	4	27	62	14	7	3	4	3	1	24	263
	4:45 PM	4	88	4	27	59	15	7	1	2	3	3	17	230
	5:00 PM	3	114	5	28	80	7	1	1	3	5	4	19	270
	5:15 PM	5	90	1	34	73	15	7	3	1	4	1	15	249
	5:30 PM	1	85	1	25	56	17	9	0	3	5	2	21	225
	5:45 PM	2	87	3	28	44	12	8	3	0	2	4	22	215
	VOLUMES	25	808	22	246	517	119	58	15	15	27	21	160	2,037
	APPROACH %	3%	94%	3%	28%	59%	13%	66%	17%	17%	13%	10%	77%	
	APP/DEPART	858	/	1,027	883	/	562	88	/	283	208	/	165	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	14	432	12	131	264	68	33	8	8	11	10	83	1,074
	APPROACH %	3%	94%	3%	28%	57%	15%	67%	16%	16%	11%	10%	80%	
	PEAK HR FACTOR		0.923			0.815			0.766			0.929		0.889
	APP/DEPART	458	/	548	463	/	283	49	/	151	104	/	92	0

Goldenwest St

NORTH LEG

Orange Ave WEST LEG EAST LEG **Orange Ave**

SOUTH LEG

Goldenwest St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	2	7	0	1	10	2	6	0	1	9
	7:15 AM	1	0	0	0	1	1	0	0	0	1
	7:30 AM	3	4	1	0	8	1	2	0	0	3
	7:45 AM	3	4	3	0	10	2	2	3	0	7
	8:00 AM	0	7	0	0	7	0	4	0	0	4
	8:15 AM	3	3	0	0	6	0	1	0	0	1
	8:30 AM	5	5	1	2	13	2	3	1	2	8
	8:45 AM	0	3	0	0	3	0	0	0	0	0
	TOTAL	17	33	5	3	58	8	18	4	3	33
PM	4:00 PM	1	0	1	1	3	0	0	1	0	1
	4:15 PM	1	1	0	0	2	0	1	0	0	1
	4:30 PM	1	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0
	TOTAL	3	1	1	1	6	0	1	1	0	2

	E LEG	W LEG	S LEG	N LEG
AM	11	19	4	2
PM	E LEG	W LEG	S LEG	N LEG
	3	1	1	1

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jun 3, 25

LOCATION: Huntington Beach
NORTH & SOUTH: Goldenwest St
EAST & WEST: Palm Ave

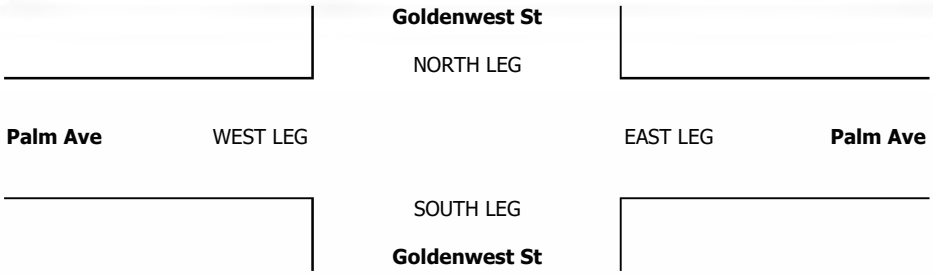
PROJECT #: SC5414
LOCATION #: 12
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

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		NORTHBOUND Goldenwest St			SOUTHBOUND Goldenwest St			EASTBOUND Palm Ave			WESTBOUND Palm Ave			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	0	67	4	12	79	8	14	6	6	1	5	21	223
	7:15 AM	1	70	3	10	96	7	12	7	1	1	8	26	242
	7:30 AM	4	78	3	17	134	8	12	7	7	3	5	34	312
	7:45 AM	2	125	5	35	130	21	20	24	7	1	13	39	422
	8:00 AM	2	111	4	63	138	17	17	30	6	7	7	51	453
	8:15 AM	4	113	10	55	163	16	23	25	3	7	12	80	511
	8:30 AM	11	82	1	57	146	12	20	25	10	3	25	66	458
	8:45 AM	11	117	1	38	118	20	19	20	9	1	24	79	457
	VOLUMES	35	763	31	287	1,004	109	137	144	49	24	99	396	3,085
	APPROACH %	4%	92%	4%	20%	71%	8%	42%	44%	15%	5%	19%	76%	
	APP/DEPART	829	/	1,303	1,407	/	1,077	330	/	462	519	/	243	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	28	423	16	213	565	65	79	100	28	18	68	276	1,881
	APPROACH %	6%	91%	3%	25%	67%	8%	38%	48%	14%	5%	19%	76%	
	PEAK HR FACTOR		0.905			0.903			0.941			0.870		0.920
	APP/DEPART	467	/	780	845	/	611	207	/	329	362	/	161	0
PM	4:00 PM	4	127	4	25	101	24	32	6	2	5	24	38	392
	4:15 PM	5	173	2	38	122	28	22	17	8	10	13	39	477
	4:30 PM	3	133	3	31	92	21	18	16	7	5	17	37	383
	4:45 PM	7	121	1	32	93	17	18	12	5	3	17	23	349
	5:00 PM	6	114	4	40	104	25	16	6	8	4	19	34	380
	5:15 PM	4	111	5	25	106	15	11	5	10	1	14	28	335
	5:30 PM	9	104	0	41	87	23	19	12	4	6	17	24	346
	5:45 PM	6	121	5	23	80	42	8	9	4	4	18	26	346
	VOLUMES	44	1,004	24	255	785	195	144	83	48	38	139	249	3,019
	APPROACH %	4%	94%	2%	20%	63%	16%	52%	30%	17%	9%	33%	58%	
	APP/DEPART	1,073	/	1,407	1,245	/	872	275	/	362	426	/	378	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	19	554	10	126	408	90	90	51	22	23	71	137	1,608
	APPROACH %	3%	95%	2%	20%	65%	14%	55%	31%	13%	10%	31%	59%	
	PEAK HR FACTOR		0.811			0.833			0.867			0.862		0.841
	APP/DEPART	584	/	787	630	/	454	163	/	187	231	/	180	0



		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	2	5	0	4	11	2	5	0	3	10
	7:15 AM	0	0	0	0	0	0	0	0	0	0
	7:30 AM	3	3	2	3	11	1	2	0	1	4
	7:45 AM	1	3	0	1	5	0	2	0	1	3
	8:00 AM	1	4	3	3	11	1	0	0	3	4
	8:15 AM	2	4	1	1	8	0	3	0	0	3
	8:30 AM	4	14	17	5	40	0	1	0	1	2
	8:45 AM	0	2	1	2	5	0	0	0	0	0
	TOTAL	13	35	24	19	91	4	13	0	9	26
PM	4:00 PM	1	1	4	3	9	0	0	0	1	1
	4:15 PM	1	1	1	2	5	0	0	0	0	0
	4:30 PM	1	0	1	1	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	2	2	0	0	0	0	0
	5:15 PM	0	0	0	2	2	0	0	0	1	1
	5:30 PM	0	1	0	1	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0
	TOTAL	3	3	6	11	23	0	0	0	2	2

	E LEG	W LEG	S LEG	N LEG
AM	7	24	22	11
PM	E LEG	W LEG	S LEG	N LEG
	3	2	6	6

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Tue, Jun 3, 25	LOCATION:	Huntington Beach	PROJECT #:	SC5414
	NORTH & SOUTH:	Goldenwest St	LOCATION #:	13
	EAST & WEST:	Yorktown Ave	CONTROL:	SIGNAL

NOTES:

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

		NORTHBOUND Goldenwest St			SOUTHBOUND Goldenwest St			EASTBOUND Yorktown Ave			WESTBOUND Yorktown Ave			
	LANES:	NL X	NT 3	NR 0	SL 2	ST 3	SR X	EL X	ET X	ER X	WL 2	WT X	WR 1	TOTAL
AM	7:00 AM	0	81	28	76	70	0	0	0	0	26	0	43	324
	7:15 AM	0	95	42	78	92	0	0	0	0	25	0	49	381
	7:30 AM	0	102	39	103	124	0	0	0	0	43	0	63	474
	7:45 AM	0	142	79	102	134	0	0	0	0	48	0	69	574
	8:00 AM	0	134	81	142	210	0	0	0	0	46	0	66	679
	8:15 AM	0	160	83	170	153	0	0	0	0	66	0	119	751
	8:30 AM	0	146	42	71	179	0	0	0	0	44	0	84	566
	8:45 AM	0	155	56	96	121	0	0	0	0	38	0	91	557
	VOLUMES	0	1,015	450	838	1,083	0	0	0	0	336	0	584	4,310
	APPROACH %	0%	69%	31%	44%	56%	0%	0%	0%	0%	36%	0%	63%	
	APP/DEPART	1,465	/	1,599	1,921	/	1,419	0	/	1,292	924	/	0	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	582	285	485	676	0	0	0	0	204	0	338	2,573
	APPROACH %	0%	67%	33%	42%	58%	0%	0%	0%	0%	37%	0%	62%	
	PEAK HR FACTOR		0.892			0.825			0.000			0.736		0.857
	APP/DEPART	867	/	920	1,161	/	880	0	/	773	545	/	0	0
PM	4:00 PM	0	142	41	71	98	0	0	0	0	71	0	105	528
	4:15 PM	0	188	60	98	120	0	0	0	0	74	0	119	659
	4:30 PM	0	154	48	116	103	0	0	0	0	64	0	110	595
	4:45 PM	0	134	46	91	107	0	0	0	0	58	0	116	552
	5:00 PM	0	133	33	68	127	0	0	0	0	60	0	136	557
	5:15 PM	0	137	31	96	104	0	0	0	0	70	0	121	559
	5:30 PM	0	113	40	78	95	0	0	0	0	51	0	117	494
	5:45 PM	0	118	36	66	101	0	0	0	0	63	0	95	479
	VOLUMES	0	1,119	335	684	855	0	0	0	0	511	0	919	4,429
	APPROACH %	0%	77%	23%	44%	55%	0%	0%	0%	0%	36%	0%	64%	
	APP/DEPART	1,454	/	2,040	1,541	/	1,366	0	/	1,023	1,434	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	609	187	373	457	0	0	0	0	256	0	481	2,369
	APPROACH %	0%	77%	23%	45%	55%	0%	0%	0%	0%	35%	0%	65%	
	PEAK HR FACTOR		0.802			0.945			0.000			0.945		0.892
	APP/DEPART	796	/	1,092	832	/	713	0	/	564	741	/	0	0

Goldenwest St

NORTH LEG

Yorktown Ave WEST LEG EAST LEG **Yorktown Ave**

SOUTH LEG

Goldenwest St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	1	0	1	0	2	1	0	1	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0
	7:30 AM	1	0	0	0	1	0	0	0	0	0
	7:45 AM	3	0	1	0	4	2	0	0	0	2
	8:00 AM	0	0	2	0	2	0	0	0	0	0
	8:15 AM	2	2	5	0	9	0	0	1	0	1
	8:30 AM	5	3	3	0	11	4	0	3	0	7
	8:45 AM	4	1	0	0	5	4	0	0	0	4
	TOTAL	16	6	12	0	34	11	0	5	0	16
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0
	4:30 PM	2	0	0	0	2	0	0	0	0	0
	4:45 PM	1	0	0	0	1	1	0	0	0	1
	5:00 PM	0	1	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	2	1	0	3	0	0	0	0	0
	5:45 PM	0	1	1	0	2	0	0	0	0	0
	TOTAL	3	4	2	0	9	1	0	0	0	1

AM	E LEG	W LEG	S LEG	N LEG
	10	5	11	0
PM	E LEG	W LEG	S LEG	N LEG
	3	1	0	0

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC5414
Tue, Jun 3, 25	NORTH & SOUTH:	Goldenwest St	LOCATION #:	14
	EAST & WEST:	Garfield Ave	CONTROL:	SIGNAL

NOTES:

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

		NORTHBOUND Goldenwest St			SOUTHBOUND Goldenwest St			EASTBOUND Garfield Ave			WESTBOUND Garfield Ave			
	LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 0	EL 2	ET 3	ER 0	WL 2	WT 2	WR 1	TOTAL
AM	7:00 AM	5	107	16	17	116	5	10	52	32	17	40	17	434
	7:15 AM	15	112	21	24	166	11	10	53	36	12	38	34	532
	7:30 AM	21	123	24	27	189	11	14	79	39	16	65	35	643
	7:45 AM	27	172	25	49	250	31	11	101	45	19	94	34	858
	8:00 AM	29	163	37	53	257	15	20	141	102	34	46	29	926
	8:15 AM	33	198	56	78	276	10	24	125	74	26	56	34	990
	8:30 AM	27	189	34	36	198	13	20	61	36	33	51	31	729
	8:45 AM	30	173	37	28	186	6	19	92	48	38	54	27	738
	VOLUMES	187	1,237	250	312	1,638	102	128	704	412	195	444	241	5,889
	APPROACH %	11%	74%	15%	15%	80%	5%	10%	55%	32%	22%	50%	27%	
	APP/DEPART	1,678	/	1,606	2,052	/	2,249	1,272	/	1,273	887	/	761	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	116	722	152	216	981	69	75	428	257	112	247	128	3,527
	APPROACH %	12%	73%	15%	17%	77%	5%	10%	55%	33%	23%	50%	26%	
	PEAK HR FACTOR		0.858			0.870			0.733			0.837		0.886
	APP/DEPART	992	/	925	1,266	/	1,352	777	/	801	492	/	449	0
PM	4:00 PM	32	238	34	29	196	10	26	84	37	30	75	33	824
	4:15 PM	34	246	33	26	236	15	27	80	40	39	73	37	886
	4:30 PM	29	231	27	30	192	14	39	67	39	42	104	39	853
	4:45 PM	33	220	31	26	193	9	22	61	34	28	86	41	784
	5:00 PM	25	231	22	16	148	11	22	66	34	45	104	53	777
	5:15 PM	25	221	32	22	179	10	30	83	47	22	103	39	813
	5:30 PM	28	204	24	11	159	12	20	56	38	35	75	37	699
	5:45 PM	12	171	29	16	146	12	22	63	28	35	74	31	639
	VOLUMES	218	1,762	232	176	1,449	93	208	560	297	276	694	310	6,338
	APPROACH %	10%	79%	10%	10%	84%	5%	19%	50%	27%	22%	54%	24%	
	APP/DEPART	2,219	/	2,281	1,719	/	2,029	1,120	/	968	1,280	/	1,060	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	128	935	125	111	817	48	114	292	150	139	338	150	3,371
	APPROACH %	11%	79%	11%	11%	84%	5%	20%	51%	26%	22%	54%	24%	
	PEAK HR FACTOR		0.950			0.882			0.951			0.847		0.946
	APP/DEPART	1,189	/	1,200	977	/	1,107	578	/	528	627	/	536	0

Goldenwest St

NORTH LEG

Garfield Ave WEST LEG EAST LEG **Garfield Ave**

SOUTH LEG

Goldenwest St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	0	0	0	1	1	0	0	0	1	1
	7:15 AM	2	1	1	0	4	2	0	1	0	3
	7:30 AM	1	1	0	1	3	1	1	0	1	3
	7:45 AM	1	2	1	2	6	0	0	1	0	1
	8:00 AM	1	4	1	2	8	0	1	0	0	1
	8:15 AM	1	5	2	5	13	1	3	2	3	9
	8:30 AM	0	0	0	1	1	0	0	0	1	1
	8:45 AM	0	1	1	1	3	0	0	0	0	0
	TOTAL	6	14	6	13	39	4	5	4	6	19
PM	4:00 PM	3	1	2	2	8	0	0	1	1	2
	4:15 PM	3	1	3	0	7	3	0	3	0	6
	4:30 PM	3	0	1	0	4	1	0	0	0	1
	4:45 PM	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	1	0	0	1
	5:15 PM	0	0	1	0	1	0	0	1	0	1
	5:30 PM	0	5	1	0	6	0	1	0	0	1
	5:45 PM	0	1	1	1	3	0	0	0	0	0
	TOTAL	9	9	10	3	31	4	2	5	1	12

	E LEG	W LEG	S LEG	N LEG
AM	3	11	4	10
PM	E LEG	W LEG	S LEG	N LEG
	9	2	7	2

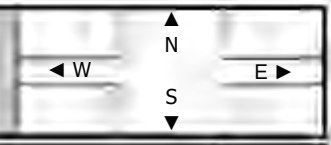
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Tue, Jun 3, 25	LOCATION:	Huntington Beach	PROJECT #:	SC5414
	NORTH & SOUTH:	Goldenwest St	LOCATION #:	15
	EAST & WEST:	Ellis Ave	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER



		NORTHBOUND Goldenwest St			SOUTHBOUND Goldenwest St			EASTBOUND Ellis Ave			WESTBOUND Ellis Ave			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	7	123	10	4	142	2	6	18	9	5	15	19	360
	7:15 AM	8	141	6	20	193	9	2	24	20	7	15	16	461
	7:30 AM	9	168	8	24	256	11	5	34	8	3	26	18	570
	7:45 AM	11	174	8	17	283	9	11	56	23	24	48	19	683
	8:00 AM	25	163	12	37	306	9	15	92	28	11	34	31	763
	8:15 AM	23	239	15	36	337	11	13	71	33	12	25	23	838
	8:30 AM	17	174	15	22	224	8	13	50	18	6	25	29	601
	8:45 AM	17	206	12	24	224	8	10	45	8	4	24	11	593
	VOLUMES	117	1,388	86	184	1,965	67	75	390	147	72	212	166	4,872
	APPROACH %	7%	87%	5%	8%	89%	3%	12%	64%	24%	16%	47%	37%	
	APP/DEPART	1,593	/	1,630	2,217	/	2,186	612	/	660	450	/	396	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	76	750	50	112	1,150	37	52	269	102	53	132	102	2,886
	APPROACH %	9%	86%	6%	9%	88%	3%	12%	64%	24%	18%	46%	36%	
	PEAK HR FACTOR		0.791			0.846			0.783			0.788		0.861
	APP/DEPART	876	/	905	1,300	/	1,305	423	/	431	287	/	245	0
PM	4:00 PM	25	263	26	25	225	17	13	31	5	22	55	59	766
	4:15 PM	19	240	12	37	245	19	13	55	15	11	58	37	761
	4:30 PM	29	295	12	22	228	15	7	39	14	13	62	46	782
	4:45 PM	24	242	10	35	218	12	6	41	10	10	52	38	698
	5:00 PM	17	266	11	21	145	18	7	36	9	15	70	54	669
	5:15 PM	21	274	20	15	209	21	9	35	9	15	51	40	719
	5:30 PM	10	212	9	20	163	13	13	37	5	14	51	29	576
	5:45 PM	22	223	8	22	178	8	7	27	7	8	42	32	584
	VOLUMES	167	2,015	108	197	1,611	123	75	301	74	108	441	335	5,558
	APPROACH %	7%	88%	5%	10%	83%	6%	17%	67%	16%	12%	50%	38%	
	APP/DEPART	2,292	/	2,426	1,932	/	1,795	450	/	606	884	/	731	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	97	1,040	60	119	916	63	39	166	44	56	227	180	3,010
	APPROACH %	8%	87%	5%	11%	83%	6%	16%	67%	18%	12%	49%	39%	
	PEAK HR FACTOR		0.892			0.913			0.750			0.851		0.961
	APP/DEPART	1,199	/	1,260	1,099	/	1,018	249	/	345	463	/	387	0

Goldenwest St

NORTH LEG

Ellis Ave WEST LEG EAST LEG **Ellis Ave**

SOUTH LEG

Goldenwest St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	0	0	0	0
	7:30 AM	2	1	1	0	4	0	1	1	0	2
	7:45 AM	1	2	2	0	5	1	0	0	0	1
	8:00 AM	4	3	1	2	10	3	0	1	2	6
	8:15 AM	0	2	0	2	4	0	0	0	0	0
	8:30 AM	0	0	1	0	1	0	0	1	0	1
	8:45 AM	0	1	1	1	3	0	0	1	1	2
	TOTAL	7	10	6	5	28	4	1	4	3	12
PM	4:00 PM	1	2	0	0	3	0	0	0	0	0
	4:15 PM	2	0	1	1	4	1	0	0	0	1
	4:30 PM	1	0	1	0	2	0	0	1	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0
	5:00 PM	1	0	1	0	2	0	0	1	0	1
	5:15 PM	0	1	0	1	2	0	1	0	1	2
	5:30 PM	1	4	1	0	6	0	0	0	0	0
	5:45 PM	0	0	0	1	1	0	0	0	0	0
	TOTAL	6	7	4	3	20	1	1	2	1	5

	E LEG	W LEG	S LEG	N LEG
AM	5	7	4	4
PM	4	2	2	1

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Tue, Jun 3, 25	LOCATION:	Huntington Beach	PROJECT #:	SC5414
	NORTH & SOUTH:	17th St	LOCATION #:	16
	EAST & WEST:	PCH	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND 17th St			SOUTHBOUND 17th St			EASTBOUND PCH			WESTBOUND PCH			
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	19	0	15	15	245	0	0	115	6	415
	7:15 AM	0	0	0	15	0	19	21	345	0	0	169	4	573
	7:30 AM	0	0	0	14	0	31	29	435	0	0	170	10	689
	7:45 AM	0	0	0	16	0	19	30	353	0	0	159	14	591
	8:00 AM	0	0	0	8	0	22	40	426	0	0	193	8	697
	8:15 AM	0	0	0	24	0	35	41	380	0	0	154	4	638
	8:30 AM	0	0	0	26	0	41	17	394	0	0	185	9	672
	8:45 AM	0	0	0	15	0	20	15	270	0	0	212	5	537
	VOLUMES	0	0	0	137	0	202	208	2,848	0	0	1,357	60	4,830
	APPROACH %	0%	0%	0%	40%	0%	60%	7%	93%	0%	0%	96%	4%	
	APP/DEPART	0	/	268	339	/	0	3,074	/	2,985	1,417	/	1,577	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	0	62	0	107	140	1,594	0	0	676	36	2,621
	APPROACH %	0%	0%	0%	37%	0%	63%	8%	92%	0%	0%	95%	5%	
	PEAK HR FACTOR		0.000			0.716			0.929			0.886		0.937
	APP/DEPART	0	/	176	169	/	0	1,740	/	1,656	712	/	789	0
PM	4:00 PM	0	0	0	10	0	31	11	198	0	0	371	9	630
	4:15 PM	0	0	0	10	0	22	30	217	0	0	301	8	588
	4:30 PM	0	0	0	13	0	29	28	216	0	0	342	9	637
	4:45 PM	0	0	0	9	0	31	16	211	0	0	383	13	663
	5:00 PM	0	0	0	4	0	45	37	221	0	0	330	15	652
	5:15 PM	0	0	0	12	0	34	19	228	0	0	377	8	678
	5:30 PM	0	0	0	7	0	33	13	189	0	0	342	15	599
	5:45 PM	0	0	0	8	0	11	16	187	0	0	332	11	565
	VOLUMES	0	0	0	73	0	236	170	1,667	0	0	2,778	88	5,031
	APPROACH %	0%	0%	0%	24%	0%	76%	9%	90%	0%	0%	97%	3%	
	APP/DEPART	0	/	258	309	/	0	1,856	/	1,740	2,866	/	3,033	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	0	0	38	0	139	100	876	0	0	1,432	45	2,640
	APPROACH %	0%	0%	0%	21%	0%	79%	10%	89%	0%	0%	97%	3%	
	PEAK HR FACTOR		0.000			0.903			0.952			0.932		0.968
	APP/DEPART	0	/	145	177	/	0	986	/	914	1,477	/	1,581	0

17th St

NORTH LEG

PCH WEST LEG EAST LEG **PCH**

SOUTH LEG

17th St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	1	9	2	1	13	1	8	0	0	9
	7:15 AM	21	12	0	2	35	17	9	0	1	27
	7:30 AM	9	11	2	3	25	9	5	0	0	14
	7:45 AM	9	13	7	3	32	7	9	0	1	17
	8:00 AM	8	2	9	2	21	8	1	0	1	10
	8:15 AM	13	9	6	1	29	12	7	0	0	19
	8:30 AM	16	11	12	4	43	16	10	0	1	27
	8:45 AM	11	6	19	8	44	11	6	0	2	19
	TOTAL	88	73	57	24	242	81	55	0	6	142
PM	4:00 PM	11	12	0	0	23	10	4	0	0	14
	4:15 PM	19	5	1	0	25	10	2	0	0	12
	4:30 PM	2	1	1	1	5	2	0	0	1	3
	4:45 PM	1	0	0	1	2	1	0	0	0	1
	5:00 PM	1	0	0	0	1	1	0	0	0	1
	5:15 PM	1	0	0	0	1	1	0	0	0	1
	5:30 PM	1	0	0	0	1	1	0	0	0	1
	5:45 PM	0	1	0	0	1	0	1	0	0	1
	TOTAL	36	19	2	2	59	26	7	0	1	34

	E LEG	W LEG	S LEG	N LEG
AM	39	35	24	9
PM	5	1	1	2

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jun 3, 25

LOCATION: Huntington Beach
NORTH & SOUTH: 6th St
EAST & WEST: PCH

PROJECT #: SC5414
LOCATION #: 17
CONTROL: SIGNAL

NOTES:
Queue EB AM

AM
PM
MD
OTHER
OTHER

N
W
E
S

		NORTHBOUND 6th St			SOUTHBOUND 6th St			EASTBOUND PCH			WESTBOUND PCH			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
AM	7:00 AM	2	3	3	3	1	8	6	252	2	5	103	7	395
	7:15 AM	1	2	3	3	3	4	6	295	6	7	143	8	481
	7:30 AM	5	0	6	3	3	12	7	426	4	2	142	13	623
	7:45 AM	3	9	3	9	5	6	15	348	4	0	148	8	558
	8:00 AM	2	1	3	3	2	4	10	346	7	6	152	9	545
	8:15 AM	3	3	3	3	6	10	24	369	3	8	148	13	593
	8:30 AM	6	3	6	5	1	11	25	365	8	9	157	20	616
	8:45 AM	8	4	3	7	7	11	17	294	9	6	162	19	547
	VOLUMES	30	25	30	36	28	66	110	2,695	43	43	1,155	97	4,368
	APPROACH %	35%	29%	35%	27%	21%	50%	4%	94%	2%	3%	89%	7%	
	APP/DEPART	85	/	233	131	/	114	2,854	/	2,764	1,298	/	1,257	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	13	13	15	18	16	32	56	1,489	18	16	590	43	2,325
	APPROACH %	32%	32%	37%	27%	24%	48%	4%	95%	1%	2%	91%	7%	
	PEAK HR FACTOR		0.683			0.838			0.895			0.960		0.931
	APP/DEPART	41	/	113	67	/	50	1,568	/	1,522	649	/	640	0
PM	4:00 PM	9	10	18	14	1	17	15	202	4	6	287	16	599
	4:15 PM	11	9	19	13	4	20	24	207	2	7	322	12	650
	4:30 PM	10	5	12	23	3	19	14	178	2	3	293	17	579
	4:45 PM	4	6	3	15	6	25	9	212	7	2	422	21	732
	5:00 PM	4	3	10	22	3	18	18	187	3	6	343	13	630
	5:15 PM	8	3	7	8	3	21	9	197	2	1	319	9	587
	5:30 PM	6	5	4	12	5	16	13	173	1	3	336	12	586
	5:45 PM	7	2	4	13	2	21	16	157	2	4	323	18	569
	VOLUMES	59	43	77	120	27	157	118	1,513	23	32	2,645	118	4,978
	APPROACH %	33%	24%	43%	39%	9%	52%	7%	91%	1%	1%	93%	4%	
	APP/DEPART	179	/	279	304	/	82	1,665	/	1,745	2,830	/	2,872	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	29	23	44	73	16	82	65	784	14	18	1,380	63	2,617
	APPROACH %	30%	24%	46%	43%	9%	48%	7%	90%	2%	1%	93%	4%	
	PEAK HR FACTOR		0.615			0.929			0.927			0.825		0.889
	APP/DEPART	96	/	151	171	/	48	871	/	919	1,479	/	1,499	0

6th St

NORTH LEG

PCH WEST LEG EAST LEG **PCH**

SOUTH LEG

6th St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	5	6	6	3	20	5	6	3	2	16
	7:15 AM	2	3	1	12	18	2	3	0	8	13
	7:30 AM	4	7	4	6	21	3	6	1	6	16
	7:45 AM	10	3	8	11	32	9	3	1	8	21
	8:00 AM	4	4	14	7	29	1	4	5	3	13
	8:15 AM	10	12	10	8	40	9	12	5	6	32
	8:30 AM	7	7	8	12	34	6	6	1	7	20
	8:45 AM	7	6	28	17	58	6	5	4	12	27
	TOTAL	49	48	79	76	252	41	45	20	52	158
PM	4:00 PM	23	22	21	21	87	21	21	21	21	84
	4:15 PM	27	23	23	22	95	14	21	22	22	79
	4:30 PM	10	5	3	17	35	7	5	2	16	30
	4:45 PM	2	8	0	23	33	2	8	0	22	32
	5:00 PM	11	1	3	9	24	7	1	0	9	17
	5:15 PM	3	2	6	4	15	2	2	5	4	13
	5:30 PM	4	0	1	11	16	0	0	1	11	12
	5:45 PM	2	0	0	7	9	2	0	0	7	9
	TOTAL	82	61	57	114	314	55	58	51	112	276

AM	E LEG	W LEG	S LEG	N LEG
	28	26	36	32
PM	E LEG	W LEG	S LEG	N LEG
	50	37	29	71

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC5414
Tue, Jun 3, 25	NORTH & SOUTH:	Main St	LOCATION #:	18
	EAST & WEST:	PCH	CONTROL:	SIGNAL

NOTES:

PM North Leg closed (Street Market)

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

		NORTHBOUND Main St			SOUTHBOUND Main St			EASTBOUND PCH			WESTBOUND PCH			
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 3	ER X	WL X	WT 3	WR 1	TOTAL
AM	7:00 AM	0	0	0	2	0	5	5	252	0	0	105	5	374
	7:15 AM	0	0	0	5	0	5	2	299	0	0	142	9	462
	7:30 AM	0	0	0	7	0	7	4	429	0	0	152	7	606
	7:45 AM	0	0	0	9	0	5	6	354	0	0	147	4	525
	8:00 AM	0	0	0	7	1	7	2	350	0	0	156	11	534
	8:15 AM	0	0	0	7	0	8	12	363	0	0	164	9	563
	8:30 AM	0	0	0	5	0	5	10	366	0	0	170	13	569
	8:45 AM	0	0	0	5	0	6	10	295	0	0	180	12	508
	VOLUMES	0	0	0	47	1	48	51	2,708	0	0	1,216	70	4,150
	APPROACH %	0%	0%	0%	49%	1%	50%	2%	98%	0%	0%	94%	5%	
	APP/DEPART	0	/	121	96	/	1	2,762	/	2,761	1,292	/	1,267	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	0	30	1	27	24	1,496	0	0	619	31	2,230
	APPROACH %	0%	0%	0%	52%	2%	47%	2%	98%	0%	0%	95%	5%	
	PEAK HR FACTOR		0.000			0.967			0.878			0.937		0.918
	APP/DEPART	0	/	55	58	/	1	1,520	/	1,528	652	/	646	0
PM	4:00 PM	0	0	0	0	0	0	0	238	0	0	320	0	558
	4:15 PM	0	0	0	1	0	0	0	238	0	0	367	0	606
	4:30 PM	0	0	0	0	0	0	0	217	0	0	313	0	530
	4:45 PM	0	0	0	0	0	0	0	233	0	0	441	0	674
	5:00 PM	0	0	0	0	0	0	0	226	0	0	346	0	572
	5:15 PM	0	0	0	0	0	0	0	217	0	0	341	0	558
	5:30 PM	0	0	0	0	0	0	0	195	0	0	375	0	570
	5:45 PM	0	0	0	0	0	0	0	176	0	0	342	0	518
	VOLUMES	0	0	0	1	0	0	0	1,740	0	0	2,845	0	4,620
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	99%	0%	
	APP/DEPART	0	/	0	1	/	0	1,740	/	1,775	2,879	/	2,845	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	1	0	0	0	914	0	0	1,467	0	2,402
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	99%	0%	
	PEAK HR FACTOR		0.000			0.250			0.960			0.839		0.888
	APP/DEPART	0	/	0	1	/	0	914	/	935	1,487	/	1,467	0

Main St

NORTH LEG

PCH WEST LEG EAST LEG **PCH**

SOUTH LEG

Main St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	25	20	0	1	46	22	17	0	0	39
	7:15 AM	18	20	0	8	46	18	19	0	4	41
	7:30 AM	17	32	0	3	52	17	31	0	3	51
	7:45 AM	20	24	0	2	46	19	16	0	2	37
	8:00 AM	39	17	0	8	64	34	13	0	4	51
	8:15 AM	35	33	0	6	74	32	31	0	4	67
	8:30 AM	33	26	0	11	70	18	22	0	7	47
	8:45 AM	33	30	0	10	73	29	26	0	6	61
	TOTAL	220	202	0	49	471	189	175	0	30	394
PM	4:00 PM	84	111	0	42	237	80	109	0	40	229
	4:15 PM	107	130	0	41	278	103	129	0	37	269
	4:30 PM	60	69	0	34	163	58	66	0	33	157
	4:45 PM	46	21	0	12	79	44	19	0	10	73
	5:00 PM	56	29	0	9	94	55	28	0	8	91
	5:15 PM	40	28	0	12	80	39	26	0	12	77
	5:30 PM	51	30	0	41	122	48	30	0	35	113
	5:45 PM	43	29	0	11	83	43	27	0	7	77
	TOTAL	487	447	0	202	1,136	470	434	0	182	1,086

	E LEG	W LEG	S LEG	N LEG
AM	111	106	0	19
PM	269	249	0	96

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Tue, Jun 3, 25	LOCATION:	Huntington Beach	PROJECT #:	SC5414
	NORTH & SOUTH:	Main St	LOCATION #:	19
	EAST & WEST:	Garfield Ave	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N
W
E
S

		NORTHBOUND Main St			SOUTHBOUND Main St			EASTBOUND Garfield Ave			WESTBOUND Garfield Ave			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 2	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
AM	7:00 AM	0	48	2	7	39	17	15	56	0	7	37	6	234
	7:15 AM	2	48	13	13	59	10	20	64	4	7	60	2	302
	7:30 AM	4	73	12	10	61	16	14	105	1	6	75	4	381
	7:45 AM	1	62	18	7	76	29	19	130	2	8	93	5	450
	8:00 AM	5	64	14	9	111	17	21	186	1	13	68	7	516
	8:15 AM	5	97	23	9	113	16	40	172	2	18	77	3	575
	8:30 AM	4	91	18	14	67	17	28	124	2	9	86	6	466
	8:45 AM	1	80	14	9	88	22	26	129	2	7	77	6	461
	VOLUMES	22	563	114	78	614	144	183	966	14	75	573	39	3,388
	APPROACH %	3%	81%	16%	9%	73%	17%	16%	83%	1%	11%	83%	6%	
	APP/DEPART	699	/	787	838	/	703	1,163	/	1,159	688	/	739	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	15	332	69	41	379	72	115	611	7	47	308	22	2,021
	APPROACH %	4%	80%	17%	8%	77%	15%	16%	83%	1%	12%	81%	6%	
	PEAK HR FACTOR		0.832			0.895			0.856			0.936		0.879
	APP/DEPART	416	/	471	494	/	433	733	/	722	378	/	395	0
PM	4:00 PM	3	74	20	6	106	32	22	109	5	12	97	16	502
	4:15 PM	4	102	21	7	87	37	20	114	3	27	99	8	529
	4:30 PM	1	80	17	4	86	36	18	115	2	17	132	12	520
	4:45 PM	5	78	10	4	71	23	17	101	1	18	118	9	455
	5:00 PM	4	76	8	3	76	34	16	98	0	8	140	14	477
	5:15 PM	5	64	15	3	82	23	18	88	1	19	121	13	452
	5:30 PM	3	57	14	4	69	31	13	78	2	11	100	12	394
	5:45 PM	4	67	14	6	86	20	11	76	1	12	97	5	399
	VOLUMES	29	598	119	37	663	236	135	779	15	124	904	89	3,734
	APPROACH %	4%	80%	16%	4%	71%	25%	15%	84%	2%	11%	81%	8%	
	APP/DEPART	751	/	822	936	/	807	930	/	935	1,117	/	1,170	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	13	334	68	21	350	128	77	439	11	74	446	45	2,009
	APPROACH %	3%	80%	16%	4%	70%	26%	15%	83%	2%	13%	79%	8%	
	PEAK HR FACTOR		0.823			0.866			0.962			0.877		0.949
	APP/DEPART	418	/	456	499	/	438	527	/	528	565	/	587	0

Main St

NORTH LEG

Garfield Ave WEST LEG EAST LEG **Garfield Ave**

SOUTH LEG

Main St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	0	4	0	2	6	0	4	0	2	6
	7:15 AM	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	2	0	0	2	0	2	0	0	2
	7:45 AM	0	10	2	1	13	0	3	0	1	4
	8:00 AM	0	10	1	2	13	0	4	0	0	4
	8:15 AM	3	16	4	4	27	1	3	2	1	7
	8:30 AM	1	8	5	3	17	0	1	2	1	4
	8:45 AM	0	4	1	1	6	0	2	0	1	3
	TOTAL	4	54	13	13	84	1	19	4	6	30
PM	4:00 PM	0	3	0	0	3	0	2	0	0	2
	4:15 PM	0	4	0	0	4	0	1	0	0	1
	4:30 PM	0	1	0	0	1	0	0	0	0	0
	4:45 PM	1	1	0	0	2	0	1	0	0	1
	5:00 PM	2	1	0	1	4	0	0	0	1	1
	5:15 PM	1	0	0	1	2	0	0	0	0	0
	5:30 PM	1	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0
	TOTAL	5	10	0	2	17	0	4	0	1	5

AM	E LEG	W LEG	S LEG	N LEG
	4	38	11	10
PM	E LEG	W LEG	S LEG	N LEG
	1	9	0	0

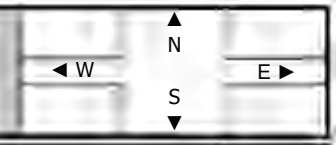
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Tue, Jun 3, 25	LOCATION:	Huntington Beach	PROJECT #:	SC5414
	NORTH & SOUTH:	1st St	LOCATION #:	20
	EAST & WEST:	PCH	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER



		NORTHBOUND 1st St			SOUTHBOUND 1st St			EASTBOUND PCH			WESTBOUND PCH			
	LANES:	NL 1.5	NT 0.5	NR 1	SL 1.5	ST 0.5	SR 2	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
AM	7:00 AM	2	3	0	11	7	26	14	221	0	2	83	0	369
	7:15 AM	2	2	1	7	3	23	16	289	2	0	139	9	493
	7:30 AM	1	3	1	21	8	26	13	379	2	4	118	9	585
	7:45 AM	9	7	3	12	10	24	31	326	2	9	139	6	578
	8:00 AM	7	5	2	17	6	25	19	323	0	2	118	3	527
	8:15 AM	3	5	4	25	3	25	25	375	1	2	155	7	630
	8:30 AM	3	7	1	19	2	18	28	309	3	2	172	13	577
	8:45 AM	2	1	2	14	8	25	29	305	4	1	154	15	560
	VOLUMES	29	33	14	126	47	192	175	2,527	14	22	1,078	62	4,336
	APPROACH %	38%	43%	18%	35%	13%	53%	6%	93%	1%	2%	93%	5%	
	APP/DEPART	76	/	270	365	/	83	2,731	/	2,669	1,164	/	1,314	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	20	20	10	75	27	100	88	1,403	5	17	530	25	2,330
	APPROACH %	40%	40%	20%	37%	13%	50%	6%	93%	0%	3%	93%	4%	
	PEAK HR FACTOR		0.658			0.918			0.934			0.872		0.922
	APP/DEPART	50	/	133	202	/	49	1,506	/	1,488	572	/	660	0
PM	4:00 PM	5	8	12	17	7	24	25	158	2	6	235	25	524
	4:15 PM	16	16	20	21	3	30	34	213	6	7	269	25	660
	4:30 PM	4	8	14	20	6	29	33	179	3	7	331	26	660
	4:45 PM	10	7	4	27	14	43	42	178	1	9	340	20	695
	5:00 PM	6	11	4	29	2	34	37	183	1	6	294	24	631
	5:15 PM	7	7	1	20	8	31	42	168	4	7	298	25	618
	5:30 PM	2	10	2	19	3	25	34	160	5	5	304	21	590
	5:45 PM	1	2	4	10	2	31	34	146	2	4	355	31	622
	VOLUMES	51	69	61	163	45	247	281	1,385	24	51	2,426	197	5,076
	APPROACH %	28%	38%	34%	36%	10%	54%	16%	79%	1%	2%	91%	7%	
	APP/DEPART	182	/	548	456	/	121	1,758	/	1,615	2,680	/	2,792	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	36	42	42	97	25	136	146	753	11	29	1,234	95	2,682
	APPROACH %	30%	35%	35%	37%	10%	53%	16%	80%	1%	2%	91%	7%	
	PEAK HR FACTOR		0.571			0.762			0.893			0.923		0.955
	APP/DEPART	121	/	284	259	/	66	939	/	897	1,363	/	1,435	0

1st St

NORTH LEG

PCH WEST LEG EAST LEG **PCH**

SOUTH LEG

1st St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	0	7	5	9	21	0	5	1	7	13
	7:15 AM	2	5	0	11	18	1	4	0	8	13
	7:30 AM	0	13	2	10	25	0	11	1	10	22
	7:45 AM	0	7	7	21	35	0	7	1	21	29
	8:00 AM	2	9	9	18	38	0	7	1	12	20
	8:15 AM	0	13	7	17	37	0	8	1	16	25
	8:30 AM	0	9	8	10	27	0	5	1	5	11
	8:45 AM	0	9	23	14	46	0	7	2	9	18
	TOTAL	4	72	61	110	247	1	54	8	88	151
PM	4:00 PM	1	34	28	58	121	0	31	25	54	110
	4:15 PM	0	37	12	69	118	0	32	11	64	107
	4:30 PM	0	9	2	32	43	0	7	0	31	38
	4:45 PM	0	6	3	54	63	0	1	2	43	46
	5:00 PM	0	8	2	35	45	0	7	1	35	43
	5:15 PM	0	4	4	36	44	0	2	4	35	41
	5:30 PM	0	5	1	33	39	0	1	1	31	33
	5:45 PM	0	12	2	20	34	0	12	2	20	34
	TOTAL	1	115	54	337	507	0	93	46	313	452

AM	E LEG	W LEG	S LEG	N LEG
	2	42	25	66
PM	E LEG	W LEG	S LEG	N LEG
	0	60	19	190

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Tue, Jun 3, 25	LOCATION:	Huntington Beach	PROJECT #:	SC5414
	NORTH & SOUTH:	Beach Blvd	LOCATION #:	21
	EAST & WEST:	PCH	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND Beach Blvd			SOUTHBOUND Beach Blvd			EASTBOUND PCH			WESTBOUND PCH			
	LANES:	NL 1	NT 2	NR 1	SL 2	ST 1	SR 1	EL 2	ET 3	ER 0	WL 1	WT 2	WR 1	TOTAL
AM	7:00 AM	1	2	8	82	14	8	6	217	2	1	81	27	449
	7:15 AM	0	6	5	108	9	14	7	290	3	1	110	29	582
	7:30 AM	1	3	8	142	10	20	6	365	1	2	109	35	702
	7:45 AM	1	4	8	135	14	23	12	341	1	3	113	51	706
	8:00 AM	0	3	0	108	5	12	19	360	1	4	147	52	711
	8:15 AM	1	2	6	140	10	29	13	351	4	0	124	64	744
	8:30 AM	2	9	10	107	18	21	15	365	1	4	167	50	769
	8:45 AM	2	7	7	125	16	26	17	291	3	4	167	69	734
	VOLUMES	8	36	52	947	96	153	95	2,580	16	19	1,018	377	5,409
	APPROACH %	8%	38%	54%	79%	8%	13%	4%	96%	1%	1%	71%	26%	
	APP/DEPART	96	/	508	1,196	/	131	2,691	/	3,591	1,426	/	1,179	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	5	21	23	480	49	88	64	1,367	9	12	605	235	2,965
	APPROACH %	10%	43%	47%	78%	8%	14%	4%	95%	1%	1%	70%	27%	
	PEAK HR FACTOR		0.583			0.862			0.945			0.887		0.963
	APP/DEPART	49	/	320	617	/	70	1,440	/	1,877	859	/	698	0
PM	4:00 PM	9	5	4	52	5	32	18	188	2	2	262	121	700
	4:15 PM	11	26	9	82	8	31	37	215	3	3	273	112	810
	4:30 PM	13	22	10	50	5	21	45	180	5	6	316	144	817
	4:45 PM	7	7	8	52	8	40	31	183	3	2	325	124	790
	5:00 PM	5	5	7	61	6	31	29	175	5	0	255	118	697
	5:15 PM	2	1	0	55	1	21	23	143	1	2	286	142	677
	5:30 PM	4	6	3	60	4	16	30	146	0	2	333	164	768
	5:45 PM	4	5	0	53	3	21	30	138	5	0	311	164	734
	VOLUMES	55	77	41	465	40	213	243	1,368	24	17	2,361	1,089	6,008
	APPROACH %	32%	45%	24%	65%	6%	30%	15%	84%	1%	0%	68%	31%	
	APP/DEPART	173	/	1,411	720	/	81	1,635	/	1,887	3,480	/	2,629	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	40	60	31	236	26	124	131	766	13	13	1,176	501	3,125
	APPROACH %	31%	46%	24%	61%	7%	32%	14%	84%	1%	1%	69%	30%	
	PEAK HR FACTOR		0.712			0.800			0.892			0.905		0.953
	APP/DEPART	131	/	693	387	/	52	910	/	1,040	1,697	/	1,340	0

Beach Blvd

NORTH LEG

PCH WEST LEG EAST LEG **PCH**

SOUTH LEG

Beach Blvd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	6	3	4	3	16	5	3	1	0	9
	7:15 AM	1	3	3	6	13	1	3	2	2	8
	7:30 AM	3	3	0	1	7	3	3	0	1	7
	7:45 AM	0	7	4	2	13	0	6	0	0	6
	8:00 AM	3	1	15	7	26	3	1	2	0	6
	8:15 AM	3	5	13	1	22	2	4	1	0	7
	8:30 AM	4	1	4	6	15	0	1	0	0	1
	8:45 AM	2	4	26	4	36	1	4	0	0	5
	TOTAL	22	27	69	30	148	15	25	6	3	49
PM	4:00 PM	6	1	1	1	9	4	1	0	0	5
	4:15 PM	7	3	2	4	16	4	1	0	4	9
	4:30 PM	2	4	1	1	8	2	1	0	0	3
	4:45 PM	1	1	2	1	5	0	0	2	0	2
	5:00 PM	2	3	0	0	5	2	2	0	0	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	7	0	2	9	0	7	0	2	9
	5:45 PM	0	5	0	1	6	0	0	0	1	1
	TOTAL	18	24	6	10	58	12	12	2	7	33

	E LEG	W LEG	S LEG	N LEG
AM	12	11	58	18
PM	E LEG	W LEG	S LEG	N LEG
	16	9	6	7

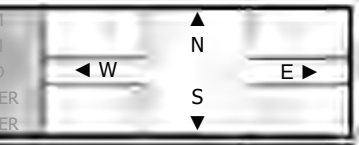
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Tue, Jun 3, 25	LOCATION:	Huntington Beach	PROJECT #:	SC5414
	NORTH & SOUTH:	Beach Blvd	LOCATION #:	22
	EAST & WEST:	Atlanta Ave	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER



		NORTHBOUND Beach Blvd			SOUTHBOUND Beach Blvd			EASTBOUND Atlanta Ave			WESTBOUND Atlanta Ave			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	2	48	5	39	90	15	22	51	9	6	30	21	338
	7:15 AM	4	49	12	41	114	23	19	59	8	7	37	32	405
	7:30 AM	2	58	18	46	179	21	17	67	8	8	39	40	503
	7:45 AM	4	62	14	35	139	27	28	94	14	12	54	43	526
	8:00 AM	9	80	22	56	133	23	25	82	9	5	45	30	519
	8:15 AM	7	70	22	81	163	25	22	124	8	13	64	32	631
	8:30 AM	8	98	21	60	152	35	24	102	17	16	90	50	673
	8:45 AM	12	91	15	62	144	45	13	77	15	17	81	55	627
	VOLUMES	48	556	129	420	1,114	214	170	656	88	84	440	303	4,246
	APPROACH %	6%	75%	17%	24%	63%	12%	19%	72%	10%	10%	53%	36%	
	APP/DEPART	740	/	1,041	1,760	/	1,293	915	/	1,209	831	/	703	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	36	339	80	259	592	128	84	385	49	51	280	167	2,466
	APPROACH %	8%	74%	17%	26%	60%	13%	16%	74%	9%	10%	56%	33%	
	PEAK HR FACTOR		0.896			0.914			0.841			0.784		0.908
	APP/DEPART	459	/	598	987	/	696	518	/	728	502	/	444	0
PM	4:00 PM	20	167	20	41	89	46	34	111	10	10	77	44	669
	4:15 PM	12	172	23	55	112	49	38	81	4	10	93	33	682
	4:30 PM	23	192	25	55	76	36	39	92	14	15	122	48	737
	4:45 PM	29	167	22	63	102	42	31	103	12	12	102	50	735
	5:00 PM	20	184	22	63	76	38	36	87	11	13	104	37	691
	5:15 PM	26	170	12	54	82	48	38	74	6	8	82	27	627
	5:30 PM	35	172	20	44	88	34	42	66	7	10	90	37	645
	5:45 PM	20	159	24	59	88	47	30	80	11	5	110	33	666
	VOLUMES	185	1,383	168	434	713	340	288	694	75	83	780	309	5,498
	APPROACH %	10%	78%	10%	29%	47%	23%	27%	66%	7%	7%	66%	26%	
	APP/DEPART	1,764	/	1,995	1,502	/	899	1,059	/	1,297	1,173	/	1,307	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	84	715	92	236	366	165	144	363	41	50	421	168	2,864
	APPROACH %	9%	79%	10%	31%	47%	21%	26%	66%	7%	8%	66%	26%	
	PEAK HR FACTOR		0.933			0.891			0.938			0.865		0.969
	APP/DEPART	903	/	1,033	773	/	469	548	/	692	640	/	670	0

Beach Blvd

NORTH LEG

Atlanta Ave WEST LEG EAST LEG **Atlanta Ave**

SOUTH LEG

Beach Blvd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	2	3	2	2	9	1	3	1	1	6
	7:15 AM	1	2	5	1	9	1	2	4	0	7
	7:30 AM	1	2	4	3	10	0	1	2	0	3
	7:45 AM	1	2	4	7	14	1	1	1	4	7
	8:00 AM	3	3	5	5	16	1	1	3	0	5
	8:15 AM	3	3	10	5	21	0	0	3	0	3
	8:30 AM	2	1	4	2	9	0	0	2	0	2
	8:45 AM	3	0	4	3	10	1	0	4	0	5
	TOTAL	16	16	38	28	98	5	8	20	5	38
PM	4:00 PM	5	6	9	0	20	3	0	4	0	7
	4:15 PM	3	0	7	0	10	3	0	2	0	5
	4:30 PM	2	1	10	2	15	1	0	3	0	4
	4:45 PM	0	4	5	2	11	0	3	2	0	5
	5:00 PM	1	0	2	0	3	1	0	2	0	3
	5:15 PM	0	1	1	1	3	0	1	1	0	2
	5:30 PM	4	2	3	1	10	3	1	0	1	5
	5:45 PM	0	0	8	1	9	0	0	6	0	6
	TOTAL	15	14	45	7	81	11	5	20	1	37

	E LEG	W LEG	S LEG	N LEG
AM	11	7	23	15
PM	6	5	24	4

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jun 3, 25

LOCATION: Huntington Beach
NORTH & SOUTH: Beach Blvd
EAST & WEST: Indianapolis Ave

PROJECT #: SC5414
LOCATION #: 23
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N
W
E
S

		NORTHBOUND Beach Blvd			SOUTHBOUND Beach Blvd			EASTBOUND Indianapolis Ave			WESTBOUND Indianapolis Ave			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	3	92	4	16	125	6	19	15	2	5	7	20	314
	7:15 AM	3	100	2	18	177	4	20	17	6	2	7	24	380
	7:30 AM	3	107	4	22	218	4	25	24	3	6	13	22	451
	7:45 AM	1	125	8	38	192	4	27	39	6	6	14	29	489
	8:00 AM	1	126	10	33	204	4	25	36	7	6	26	42	520
	8:15 AM	6	116	11	66	250	14	24	81	6	5	18	35	632
	8:30 AM	5	160	17	61	212	22	21	78	10	10	31	74	701
	8:45 AM	4	160	3	23	221	11	23	26	10	8	37	64	590
	VOLUMES	26	986	59	277	1,599	69	184	316	50	48	153	310	4,148
	APPROACH %	2%	92%	5%	14%	80%	3%	33%	57%	9%	9%	30%	61%	
	APP/DEPART	1,076	/	1,546	2,011	/	1,702	550	/	652	511	/	248	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	16	562	41	183	887	51	93	221	33	29	112	215	2,485
	APPROACH %	3%	91%	7%	16%	76%	4%	27%	64%	10%	8%	31%	60%	
	PEAK HR FACTOR		0.850			0.840			0.782			0.774		0.874
	APP/DEPART	619	/	912	1,163	/	949	347	/	445	356	/	179	0
PM	4:00 PM	6	197	14	28	175	13	11	30	4	6	29	40	553
	4:15 PM	6	229	11	30	201	15	11	34	11	7	39	28	622
	4:30 PM	12	235	17	29	179	14	19	24	4	7	33	38	611
	4:45 PM	12	238	16	31	182	10	20	20	4	11	22	27	593
	5:00 PM	6	219	15	30	173	21	11	32	5	13	27	33	585
	5:15 PM	9	218	12	31	170	15	18	24	3	9	37	21	567
	5:30 PM	10	225	6	14	156	19	21	22	2	14	39	38	566
	5:45 PM	5	212	11	28	199	18	19	24	3	9	25	31	584
	VOLUMES	66	1,773	102	221	1,435	125	130	210	36	76	251	256	4,758
	APPROACH %	3%	91%	5%	12%	77%	7%	35%	56%	10%	13%	43%	44%	
	APP/DEPART	1,942	/	2,235	1,857	/	1,548	376	/	533	583	/	442	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	36	921	59	120	735	60	61	110	24	38	121	126	2,450
	APPROACH %	4%	91%	6%	13%	77%	6%	31%	56%	12%	13%	42%	44%	
	PEAK HR FACTOR		0.955			0.954			0.871			0.913		0.978
	APP/DEPART	1,016	/	1,147	954	/	797	195	/	289	285	/	217	0

Beach Blvd

NORTH LEG

Indianapolis Ave WEST LEG EAST LEG **Indianapolis Ave**

SOUTH LEG

Beach Blvd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	2	0	4	1	7	1	0	1	1	3
	7:15 AM	0	0	0	5	5	0	0	0	3	3
	7:30 AM	0	2	1	1	4	0	2	1	1	4
	7:45 AM	0	3	4	1	8	0	3	0	1	4
	8:00 AM	0	3	5	3	11	0	2	0	1	3
	8:15 AM	0	6	6	4	16	0	3	2	1	6
	8:30 AM	0	1	3	7	11	0	0	1	3	4
	8:45 AM	1	2	2	3	8	1	2	0	2	5
	TOTAL	3	17	25	25	70	2	12	5	13	32
PM	4:00 PM	6	1	1	0	8	1	0	0	0	1
	4:15 PM	0	1	1	2	4	0	1	0	2	3
	4:30 PM	0	3	1	3	7	0	2	0	1	3
	4:45 PM	0	1	0	2	3	0	0	0	0	0
	5:00 PM	0	0	1	2	3	0	0	1	2	3
	5:15 PM	0	0	0	1	1	0	0	0	1	1
	5:30 PM	1	1	0	1	3	1	0	0	1	2
	5:45 PM	0	0	0	1	1	0	0	0	0	0
	TOTAL	7	7	4	12	30	2	3	1	7	13

AM	E LEG	W LEG	S LEG	N LEG
	1	12	16	17
PM	E LEG	W LEG	S LEG	N LEG
	0	5	3	9

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jun 3, 25

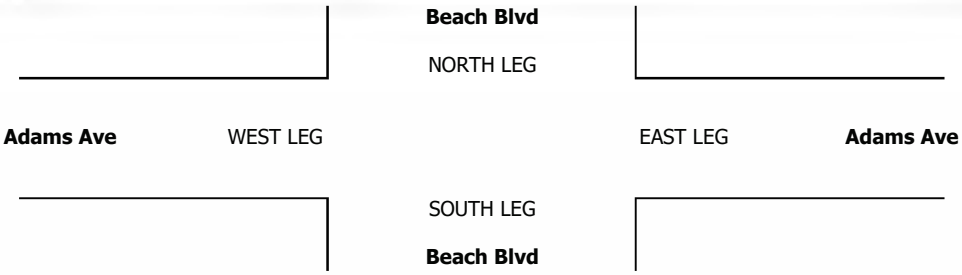
LOCATION: Huntington Beach
NORTH & SOUTH: Beach Blvd
EAST & WEST: Adams Ave

PROJECT #: SC5414
LOCATION #: 24
CONTROL: SIGNAL

NOTES:

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

		NORTHBOUND Beach Blvd			SOUTHBOUND Beach Blvd			EASTBOUND Adams Ave			WESTBOUND Adams Ave			
	LANES:	NL 1	NT 3	NR 0	SL 2	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	TOTAL
AM	7:00 AM	14	119	36	39	140	8	21	119	11	10	45	32	594
	7:15 AM	13	110	43	60	166	14	21	157	17	14	55	38	708
	7:30 AM	12	125	38	98	212	10	25	155	16	17	64	37	809
	7:45 AM	11	151	48	111	203	12	32	199	12	17	95	46	937
	8:00 AM	19	147	40	107	233	24	22	222	12	16	91	45	978
	8:15 AM	22	139	46	78	270	30	42	209	28	22	111	48	1,045
	8:30 AM	25	194	41	82	256	43	43	154	16	21	124	59	1,058
	8:45 AM	28	192	27	61	198	34	43	160	26	18	137	66	990
	VOLUMES	144	1,177	319	636	1,678	175	249	1,375	138	135	722	371	7,195
	APPROACH %	9%	71%	19%	26%	67%	7%	14%	77%	8%	11%	57%	29%	
	APP/DEPART	1,653	/	1,800	2,492	/	1,964	1,775	/	2,377	1,275	/	1,054	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	94	672	154	328	957	131	150	745	82	77	463	218	4,115
	APPROACH %	10%	73%	17%	23%	67%	9%	15%	76%	8%	10%	59%	28%	
	PEAK HR FACTOR		0.887			0.928			0.872			0.848		0.962
	APP/DEPART	926	/	1,042	1,418	/	1,122	984	/	1,256	787	/	695	0
PM	4:00 PM	31	201	31	70	183	37	20	157	22	35	202	74	1,063
	4:15 PM	17	230	48	60	237	39	21	119	20	33	176	68	1,068
	4:30 PM	24	225	45	73	191	40	34	123	7	44	211	68	1,085
	4:45 PM	31	206	35	68	233	33	35	95	20	25	206	83	1,070
	5:00 PM	36	202	38	61	226	33	31	107	10	31	217	73	1,065
	5:15 PM	18	201	39	69	177	38	21	88	19	31	204	65	970
	5:30 PM	38	216	30	46	180	31	26	92	15	32	200	55	961
	5:45 PM	30	209	20	53	210	34	17	87	22	28	175	76	961
	VOLUMES	225	1,690	286	500	1,637	285	205	868	135	259	1,591	562	8,341
	APPROACH %	10%	76%	13%	21%	67%	12%	16%	70%	11%	11%	65%	23%	
	APP/DEPART	2,217	/	2,462	2,427	/	2,047	1,244	/	1,695	2,453	/	2,137	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	108	863	166	262	887	145	121	444	57	133	810	292	4,332
	APPROACH %	9%	75%	14%	20%	69%	11%	19%	70%	9%	11%	64%	23%	
	PEAK HR FACTOR		0.965			0.963			0.945			0.952		0.986
	APP/DEPART	1,147	/	1,276	1,294	/	1,087	635	/	893	1,256	/	1,076	0



		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	0	2	0	1	3	0	2	0	0	2
	7:15 AM	0	0	0	1	1	0	0	0	1	1
	7:30 AM	2	0	6	0	8	2	0	5	0	7
	7:45 AM	0	1	2	0	3	0	0	0	0	0
	8:00 AM	4	1	5	1	11	1	0	1	0	2
	8:15 AM	0	1	4	5	10	0	1	0	1	2
	8:30 AM	5	3	3	7	18	3	0	1	1	5
	8:45 AM	0	0	2	0	2	0	0	2	0	2
	TOTAL	11	8	22	15	56	6	3	9	3	21
PM	4:00 PM	0	2	4	2	8	0	1	0	0	1
	4:15 PM	0	2	2	1	5	0	0	0	0	0
	4:30 PM	0	1	1	2	4	0	1	1	1	3
	4:45 PM	0	3	0	2	5	0	1	0	1	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	2	0	2	0	0	0	0	0
	5:30 PM	1	1	0	0	2	0	0	0	0	0
	5:45 PM	0	2	1	1	4	0	2	0	1	3
	TOTAL	1	11	10	8	30	0	5	1	3	9

	E LEG	W LEG	S LEG	N LEG
AM	9	5	14	13
PM	E LEG	W LEG	S LEG	N LEG
	0	6	3	5

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Jun 3, 25

LOCATION: Huntington Beach
NORTH & SOUTH: Beach Blvd
EAST & WEST: Yorktown Ave

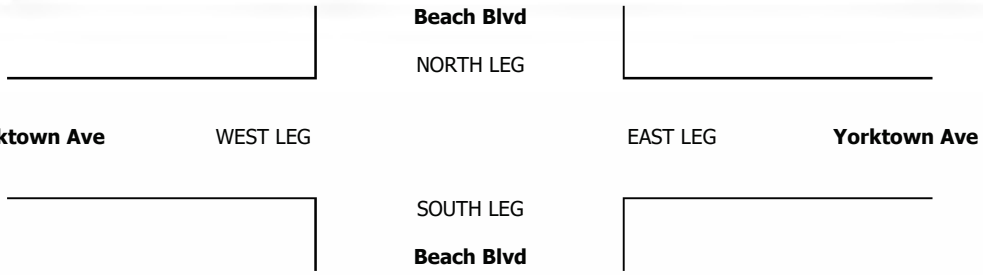
PROJECT #: SC5414
LOCATION #: 25
CONTROL: SIGNAL

NOTES:

AM PM MD OTHER OTHER

N ◄ W E ► S

		NORTHBOUND Beach Blvd			SOUTHBOUND Beach Blvd			EASTBOUND Yorktown Ave			WESTBOUND Yorktown Ave			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	13	142	4	7	185	14	19	46	22	5	31	15	503
	7:15 AM	10	152	5	13	270	18	31	68	26	5	46	16	660
	7:30 AM	10	179	9	7	287	12	31	59	48	16	44	18	720
	7:45 AM	18	174	19	13	348	26	32	83	51	22	60	15	861
	8:00 AM	13	178	24	18	349	26	35	115	62	35	109	20	984
	8:15 AM	19	201	16	16	394	32	36	106	51	26	94	25	1,016
	8:30 AM	22	232	20	16	328	18	42	99	52	27	71	14	941
	8:45 AM	26	295	23	9	308	17	39	64	37	15	54	28	915
	VOLUMES	131	1,553	120	99	2,469	163	265	640	349	151	509	151	6,625
	APPROACH %	7%	86%	7%	4%	90%	6%	21%	51%	28%	19%	63%	19%	
	APP/DEPART	1,814	/	1,984	2,746	/	2,979	1,254	/	859	811	/	803	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	80	906	83	59	1,379	93	152	384	202	103	328	87	3,874
	APPROACH %	7%	84%	8%	4%	89%	6%	21%	52%	27%	20%	63%	17%	
	PEAK HR FACTOR		0.775			0.868			0.870			0.790		0.950
	APP/DEPART	1,076	/	1,156	1,542	/	1,691	738	/	526	518	/	501	0
PM	4:00 PM	31	309	43	14	245	30	22	119	34	22	93	27	989
	4:15 PM	46	295	47	21	256	30	27	93	37	23	80	16	971
	4:30 PM	28	299	39	28	285	32	32	96	31	14	62	19	965
	4:45 PM	40	286	63	30	253	26	21	87	35	20	96	20	977
	5:00 PM	46	363	52	15	312	37	23	71	23	26	76	18	1,062
	5:15 PM	34	228	37	23	234	27	31	105	37	25	103	13	897
	5:30 PM	37	302	36	14	215	31	30	78	36	23	91	17	910
	5:45 PM	30	254	33	12	263	34	24	62	24	19	61	24	840
	VOLUMES	292	2,336	350	157	2,063	247	210	711	257	172	662	154	7,681
	APPROACH %	10%	78%	12%	6%	82%	10%	18%	60%	22%	17%	67%	16%	
	APP/DEPART	3,013	/	2,735	2,502	/	2,527	1,178	/	1,218	988	/	1,201	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	160	1,243	201	94	1,106	125	103	347	126	83	314	73	4,008
	APPROACH %	10%	77%	12%	7%	83%	9%	18%	60%	22%	18%	67%	16%	
	PEAK HR FACTOR		0.878			0.913			0.906			0.864		0.940
	APP/DEPART	1,622	/	1,434	1,340	/	1,333	576	/	642	470	/	599	0



		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	0	1	3	0	4	0	1	1	0	2
	7:15 AM	1	3	2	2	8	1	2	2	0	5
	7:30 AM	0	1	4	0	5	0	0	1	0	1
	7:45 AM	1	1	0	6	8	0	0	0	2	2
	8:00 AM	2	2	1	3	8	0	1	0	1	2
	8:15 AM	5	1	2	2	10	3	0	0	0	3
	8:30 AM	4	2	2	4	12	1	0	1	1	3
	8:45 AM	2	1	2	3	8	2	1	0	1	4
	TOTAL	15	12	16	20	63	7	5	5	5	22
PM	4:00 PM	3	4	1	6	14	2	2	0	3	7
	4:15 PM	4	3	1	5	13	0	0	0	1	1
	4:30 PM	2	1	4	4	11	1	0	3	1	5
	4:45 PM	0	2	1	2	5	0	0	1	0	1
	5:00 PM	0	0	1	0	1	0	0	1	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	3	2	0	5	0	3	2	0	5
	5:45 PM	0	0	3	0	3	0	0	2	0	2
	TOTAL	9	13	13	17	52	3	5	9	5	22

	E LEG	W LEG	S LEG	N LEG
AM	13	6	7	12
PM	6	6	7	11

APPENDIX C – LEVEL OF SERVICE CALCULATIONS

CRC Property Huntington Beach

Vistro File: C:\...\CRC HB Revised - ICU 1.vistro
Report File: C:\...\Existing AM.pdf

Scenario 1 Existing AM
7/14/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	PCH/Warner Ave	Signalized	ICU 1	SB Thru	0.662	-	B
2	Warner Ave/Bolsa Chica St	Signalized	ICU 1	SB Left	0.620	-	B
3	PCH/Seapoint St	Signalized	ICU 1	SB Thru	0.615	-	B
4	Seapoint St/Project Dwy	Two-way stop	HCM 7th Edition	SB Thru	0.008	14.2	B
5	Seapoint St/Doral Dr	Signalized	ICU 1	WB Thru	0.265	-	A
6	Seapoint St/Garfield Ave	All-way stop	HCM 7th Edition	WB Left	0.338	10.4	B
7	Garfield Ave/Edwards St	Signalized	ICU 1	SB Left	0.639	-	B
8	PCH/North Project Dwy	Signalized	ICU 1	SB Thru	0.572	-	A
9	PCH/Center Project Dwy	Signalized	ICU 1	NB Thru	0.332	-	A
10	On-Site Project Roundabout	Roundabout	HCM 7th Edition	WB Left		2.7	A
11	PCH/South Project Dwy	Signalized	ICU 1	NB Thru	0.365	-	A
12	PCH/Goldenwest St	Signalized	ICU 1	SB Thru	0.647	-	B
13	Goldenwest St/Project Dwy	Two-way stop	HCM 7th Edition	SB Left	0.007	13.3	B
14	Goldenwest St/Orange Ave	Signalized	ICU 1	SB Thru	0.327	-	A
15	Goldenwest St/Palm Ave	Signalized	ICU 1	WB Thru	0.504	-	A
16	Goldenwest St/Yorktown Ave	Signalized	ICU 1	WB Right	0.709	-	C
17	Goldenwest St/Garfield Ave	Signalized	ICU 1	SB Thru	0.515	-	A
18	Goldenwest St/Ellis Ave	Signalized	ICU 1	SB Thru	0.545	-	A
19	PCH/17th St	Signalized	ICU 1	SB Thru	0.677	-	B
20	PCH/6th St	Signalized	ICU 1	SB Thru	0.457	-	A
21	PCH/Main St	Signalized	ICU 1	SB Thru	0.406	-	A
22	Main St/Garfield Ave	Signalized	ICU 1	EB Thru	0.359	-	A
23	PCH/1st St	Signalized	ICU 1	SB Right	0.423	-	A
24	PCH/Beach Blvd	Signalized	ICU 1	SB Thru	0.527	-	A
25	Beach Blvd/Atlanta Ave	Signalized	ICU 1	SB Left	0.500	-	A
26	Beach Blvd/Indianapolis Ave	Signalized	ICU 1	SB Thru	0.529	-	A
27	Beach Blvd/Adams Ave	Signalized	ICU 1	SB Thru	0.608	-	B
28	Beach Blvd/Yorktown Ave	Signalized	ICU 1	SB Thru	0.700	-	C

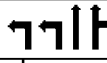
V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: PCH/Warner Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.662

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	0	1	0	0	2	0	1
Entry Pocket Length [ft]	300.00	100.00	117.00	325.00	100.00	100.00	85.00	100.00	100.00	150.00	100.00	200.00
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]	60.00			60.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	16	655	276	326	1171	13	25	58	126	411	161	388
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	16	655	276	326	1171	13	25	58	93	411	161	388
Peak Hour Factor	0.9432	0.9432	0.9432	0.9414	0.9414	0.9414	0.8708	0.8708	0.8708	0.9160	0.9160	0.9160
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]	4	174	73	87	311	3	7	17	27	112	44	106
Total Analysis Volume [veh/h]	17	694	293	346	1244	14	29	67	107	449	176	424
Pedestrian Volume [ped/h]	8			20			18			12		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	105
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.20	0.17	0.10	0.37	0.37	0.02	0.10	0.10	0.13	0.10	0.12
Intersection LOS	B											
Intersection V/C	0.662											

Intersection Level Of Service Report
Intersection 2: Warner Ave/Bolsa Chica St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.620

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	180.00	100.00	100.00	290.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	35	111	136	441	63	322	246	691	13	57	618	262
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	35	111	36	441	63	322	246	691	13	57	618	160
Peak Hour Factor	0.7747	0.7747	0.7747	0.7332	0.7332	0.7332	0.8796	0.8796	0.8796	0.8814	0.8814	0.8814
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	36	12	150	21	110	70	196	4	16	175	45
Total Analysis Volume [veh/h]	45	143	46	601	86	439	280	786	15	65	701	182
Pedestrian Volume [ped/h]	8			8			8			3		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.06	0.06	0.18	0.05	0.13	0.16	0.16	0.16	0.04	0.17	0.17
Intersection LOS	B											
Intersection V/C	0.620											

Intersection Level Of Service Report
Intersection 3: PCH/Seapoint St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	460.00	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]	60.00		60.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	820	46	141	1496	93	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	820	36	141	1496	93	112
Peak Hour Factor	0.9213	0.9213	0.9014	0.9014	0.8631	0.8631
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	223	10	39	415	27	32
Total Analysis Volume [veh/h]	890	39	156	1660	108	130
Pedestrian Volume [ped/h]	25		0		35	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	95
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.27	0.09	0.49	0.06	0.00
Intersection LOS	B					
Intersection V/C	0.615					

Intersection Level Of Service Report
Intersection 4: Seapoint St/Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	1	1	1	2	0	0	202	0	0	300	2
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	0	1	1	1	2	0	0	202	0	0	300	2
Peak Hour Factor	0.5000	0.5000	0.5000	0.7500	0.7500	0.7500	1.0000	0.8904	0.8904	0.8912	0.8912	0.8912
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]	0	1	1	0	1	0	0	57	0	0	84	1
Total Analysis Volume [veh/h]	0	2	2	1	3	0	0	227	0	0	337	2
Pedestrian Volume [ped/h]	37			1			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.49	14.14	9.34	12.50	14.16	9.36	0.00	0.00	0.00	7.88	0.00	0.00
Movement LOS	B	B	A	B	B	A		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.03	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.56	0.73	0.73	0.73	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.74			13.74			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.18											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Seapoint St/Doral Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.265

Intersection Setup

Name						
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	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	16	76	175	28	60	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	16	76	175	28	60	287
Peak Hour Factor	0.9200	0.9200	0.9227	0.9227	0.8589	0.8589
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	21	47	8	17	84
Total Analysis Volume [veh/h]	17	83	190	30	70	334
Pedestrian Volume [ped/h]	23		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	60
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.06	0.06	0.04	0.10
Intersection LOS	A					
Intersection V/C	0.265					

Intersection Level Of Service Report
Intersection 6: Seapoint St/Garfield Ave

Control Type:	All-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):	0.338

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	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	0
Entry Pocket Length [ft]	150.00	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]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	266	2	0	349	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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	266	2	0	349	1
Peak Hour Factor	0.9563	0.9563	0.5000	0.5000	0.8302	0.8302
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	70	1	0	105	0
Total Analysis Volume [veh/h]	0	278	4	0	420	1
Pedestrian Volume [ped/h]	2		4		12	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	633	722	722	548	622	623
Degree of Utilization, x	0.00	0.19	0.19	0.01	0.34	0.34

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.71	0.71	0.02	1.49	1.49
95th-Percentile Queue Length [ft]	0.00	17.72	17.72	0.55	37.25	37.20
Approach Delay [s/veh]	8.87			9.61	11.41	
Approach LOS	A			A	B	
Intersection Delay [s/veh]	10.39					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Garfield Ave/Edwards St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	200.00	100.00	100.00	250.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	76	59	461	123	167	105	163	1	59	179	239
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	5	76	59	461	123	106	105	163	0	59	179	139
Peak Hour Factor	0.8750	0.8750	0.8750	0.7663	0.7663	0.7663	0.9122	0.9122	0.9122	0.8065	0.8065	0.8065
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	22	17	150	40	35	29	45	0	18	55	43
Total Analysis Volume [veh/h]	6	87	67	602	161	138	115	179	0	73	222	172
Pedestrian Volume [ped/h]	9			3			25			7		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	85
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.05	0.35	0.09	0.09	0.07	0.04	0.00	0.04	0.07	0.10
Intersection LOS	B											
Intersection V/C	0.639											

Intersection Level Of Service Report
Intersection 8: PCH/North Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.572

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	866	0	0	1589	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	866	0	0	1589	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]	228	0	0	418	0	0
Total Analysis Volume [veh/h]	912	0	0	1673	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	75
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.00	0.00	0.49	0.00	0.00
Intersection LOS	A					
Intersection V/C	0.572					

Intersection Level Of Service Report
Intersection 9: PCH/Center Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.332

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	857	0	0	812	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	857	0	0	812	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]	226	0	0	214	0	0
Total Analysis Volume [veh/h]	902	0	0	855	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	6	6	5	2	7	0
Auxiliary Signal Groups		6,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.00	0.00	0.25	0.00	0.00
Intersection LOS	A					
Intersection V/C	0.332					

Intersection Level Of Service Report
Intersection 10: On-Site Project Roundabout

Control Type:	Roundabout	Delay (sec / veh):	2.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

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

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	0			0			0			0		
Exiting Flow Rate [veh/h]	0			0			0			0		
Demand Flow Rate [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Demand Flow Rate [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	0	0	0	0
Capacity of Entry and Bypass Lanes [veh/h]	1380	1380	1380	1380
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1353	1353	1353	1353
X, volume / capacity	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00
Approach Delay [s/veh]	2.66	2.66	2.66	2.66
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	2.66			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 11: PCH/South Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.365

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	857	0	0	812	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	857	0	0	812	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]	226	0	0	214	0	0
Total Analysis Volume [veh/h]	902	0	0	855	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	60
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.00	0.00	0.25	0.00	0.00
Intersection LOS	A					
Intersection V/C	0.365					

Intersection Level Of Service Report
Intersection 12: PCH/Goldenwest St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.647

Intersection Setup

Name							
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	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	0
Entry Pocket Length [ft]	100.00	100.00	140.00	320.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	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
Speed [mph]	60.00			60.00		35.00	
Grade [%]	0.00			0.00		0.00	
Crosswalk	No			Yes		Yes	

Volumes

Name							
Base Volume Input [veh/h]	1	695	116	198	1384	350	162
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	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
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	695	116	198	1384	350	65
Peak Hour Factor	1.0000	0.9381	0.9381	0.8904	0.8904	0.9014	0.9014
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	185	31	56	389	97	18
Total Analysis Volume [veh/h]	1	741	124	222	1554	388	72
Pedestrian Volume [ped/h]	0			45		25	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Cycle Length [s]	80
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	0	6	0	5	2	7	0
Auxiliary Signal Groups							
Lead / Lag	-	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.07	0.13	0.46	0.11	0.04
Intersection LOS	B						
Intersection V/C	0.647						

Intersection Level Of Service Report
Intersection 13: Goldenwest St/Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	150.00	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	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	2	3	4	330	508	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	2	3	4	330	508	1
Peak Hour Factor	0.6250	0.6250	0.8816	0.8816	0.9568	0.9568
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	94	133	0
Total Analysis Volume [veh/h]	3	5	5	374	531	1
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	0.01	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.31	10.87	10.55	0.00	0.00	0.00
Movement LOS	B	B	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.13	1.13	0.58	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.78		0.14		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Goldenwest St/Orange Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.327

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	235.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	7	344	6	134	454	31	47	28	22	12	12	72
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	7	344	6	134	454	28	47	28	8	12	12	20
Peak Hour Factor	0.8886	0.8886	0.8886	0.8771	0.8771	0.8771	0.8362	0.8362	0.8362	0.7742	0.7742	0.7742
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	97	2	38	129	8	14	8	2	4	4	6
Total Analysis Volume [veh/h]	8	387	7	153	518	32	56	33	10	15	15	26
Pedestrian Volume [ped/h]	4			2			0			11		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	65
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.08	0.09	0.11	0.11	0.03	0.06	0.06	0.01	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.327											

Intersection Level Of Service Report
Intersection 15: Goldenwest St/Palm Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	100.00	240.00	100.00	100.00	240.00	100.00	100.00	100.00	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	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	28	423	16	213	565	65	79	100	28	18	68	276
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	28	423	13	213	565	48	79	100	15	18	68	141
Peak Hour Factor	0.9050	0.9050	0.9050	0.9028	0.9028	0.9028	0.9409	0.9409	0.9409	0.8702	0.8702	0.8702
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	117	4	59	156	13	21	27	4	5	20	41
Total Analysis Volume [veh/h]	31	467	14	236	626	53	84	106	16	21	78	162
Pedestrian Volume [ped/h]	0			11			24			7		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	75
Lost time [s]	6.00

Phasing & Timing

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

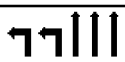
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.09	0.09	0.14	0.13	0.13	0.05	0.06	0.01	0.01	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.504											

Intersection Level Of Service Report
Intersection 16: Goldenwest St/Yorktown Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	2	0	1	0
Entry Pocket Length [ft]	100.00	100.00	180.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	582	285	485	676	204	338
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	582	285	485	676	204	338
Peak Hour Factor	0.8920	0.8920	0.8246	0.8246	0.7365	0.7365
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	163	80	147	205	69	115
Total Analysis Volume [veh/h]	652	320	588	820	277	459
Pedestrian Volume [ped/h]	11		0		10	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	80
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

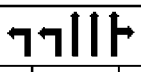
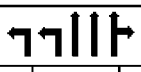
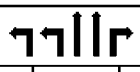
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.19	0.17	0.16	0.08	0.27
Intersection LOS	C					
Intersection V/C	0.709					

Intersection Level Of Service Report
Intersection 17: Goldenwest St/Garfield Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.515

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	0	2	0	0	2	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	240.00	100.00	100.00	260.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	116	722	152	216	981	69	75	428	257	112	247	128
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	116	722	152	216	981	46	75	428	96	112	247	128
Peak Hour Factor	0.8581	0.8581	0.8581	0.8695	0.8695	0.8695	0.7330	0.7330	0.7330	0.8367	0.8367	0.8367
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]	34	210	44	62	282	13	26	146	33	33	74	38
Total Analysis Volume [veh/h]	135	841	177	248	1128	53	102	584	131	134	295	153
Pedestrian Volume [ped/h]	4			10			11			3		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	95
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.20	0.20	0.07	0.23	0.23	0.03	0.14	0.14	0.04	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.515											

Intersection Level Of Service Report
Intersection 18: Goldenwest St/Ellis Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.545

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	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]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	76	750	50	112	1150	37	52	269	102	53	132	102
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	76	750	31	112	1150	30	52	269	32	53	132	23
Peak Hour Factor	0.7906	0.7906	0.7906	0.8464	0.8464	0.8464	0.7833	0.7833	0.7833	0.7885	0.7885	0.7885
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	237	10	33	340	9	17	86	10	17	42	7
Total Analysis Volume [veh/h]	96	949	39	132	1359	35	66	343	41	67	167	29
Pedestrian Volume [ped/h]	4			4			7			5		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	95
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.19	0.08	0.27	0.27	0.04	0.11	0.11	0.04	0.10	0.02
Intersection LOS	A											
Intersection V/C	0.545											

Intersection Level Of Service Report
Intersection 19: PCH/17th St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.677

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	350.00	100.00	155.00	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]	60.00		60.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	676	36	140	1594	62	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	676	13	140	1594	62	107
Peak Hour Factor	0.9290	0.9290	0.8860	0.8860	0.7160	0.7160
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	182	3	40	450	22	37
Total Analysis Volume [veh/h]	728	14	158	1799	87	149
Pedestrian Volume [ped/h]	39		35		9	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	4	0	3	8	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.22	0.09	0.53	0.05	0.09
Intersection LOS	B					
Intersection V/C	0.677					

Intersection Level Of Service Report
Intersection 20: PCH/6th St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	350.00	100.00	100.00	325.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	16	590	43	56	1489	18	13	13	15	18	16	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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	16	590	40	56	1489	17	13	13	9	18	16	14
Peak Hour Factor	0.9601	0.9601	0.9601	0.8950	0.8950	0.8950	0.6833	0.6833	0.6833	0.8375	0.8375	0.8375
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]	4	154	10	16	416	5	5	5	3	5	5	4
Total Analysis Volume [veh/h]	17	615	42	63	1664	19	19	19	13	21	19	17
Pedestrian Volume [ped/h]	28			26			36			32		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	80
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.13	0.13	0.04	0.33	0.33	0.01	0.03	0.03	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.457											

Intersection Level Of Service Report
Intersection 21: PCH/Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.406

Intersection Setup

Name							
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	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
Entry Pocket Length [ft]	260.00	100.00	125.00	150.00	100.00	100.00	85.00
No. of Lanes in Exit Pocket	0	0	1	0	1	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	49.21	0.00	100.00
Speed [mph]	40.00			40.00		35.00	
Grade [%]	0.00			0.00		0.00	
Crosswalk	Yes			Yes		Yes	

Volumes

Name							
Base Volume Input [veh/h]	2	619	31	24	1496	30	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	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
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	619	31	24	1496	30	27
Peak Hour Factor	0.9368	0.9368	0.9368	0.8776	0.8776	0.9667	0.9667
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	165	8	7	426	8	7
Total Analysis Volume [veh/h]	2	661	33	27	1705	31	28
Pedestrian Volume [ped/h]	111			106		19	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Cycle Length [s]	85
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.02	0.02	0.33	0.00	0.00
Intersection LOS	A						
Intersection V/C	0.406						

Intersection Level Of Service Report
Intersection 22: Main St/Garfield Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	2	0	0	1	0	1
Entry Pocket Length [ft]	240.00	100.00	100.00	250.00	100.00	100.00	215.00	100.00	100.00	255.00	100.00	25.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	15	332	69	41	379	72	115	611	7	47	308	22
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	15	332	69	41	379	72	115	611	7	47	308	11
Peak Hour Factor	0.8320	0.8320	0.8320	0.8949	0.8949	0.8949	0.8563	0.8563	0.8563	0.9356	0.9356	0.9356
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]	5	100	21	11	106	20	34	178	2	13	82	3
Total Analysis Volume [veh/h]	18	399	83	46	424	80	134	714	8	50	329	12
Pedestrian Volume [ped/h]	11			10			38			4		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.09	0.09	0.03	0.10	0.10	0.04	0.14	0.14	0.03	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.359											

Intersection Level Of Service Report
Intersection 23: PCH/1st St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.423

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	330.00	100.00	100.00	270.00	100.00	100.00	25.00	100.00	100.00	85.00	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]	40.00			40.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	17	530	25	88	1403	5	20	20	10	75	27	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	17	530	25	88	1403	4	20	20	4	75	27	100
Peak Hour Factor	0.8720	0.8720	0.8720	0.9342	0.9342	0.9342	0.6579	0.6579	0.6579	0.9182	0.9182	0.9182
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]	5	152	7	24	375	1	8	8	2	20	7	27
Total Analysis Volume [veh/h]	19	608	29	94	1502	4	30	30	6	82	29	109
Pedestrian Volume [ped/h]	0			42			25			66		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	6.00

Phasing & Timing

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

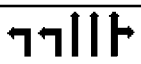
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.12	0.06	0.30	0.30	0.02	0.02	0.00	0.02	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.423											

Intersection Level Of Service Report
Intersection 24: PCH/Beach Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	300.00	100.00	100.00	305.00	100.00	100.00	50.00	100.00	50.00	480.00	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]	55.00			55.00			30.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	12	605	235	64	1367	9	5	21	23	480	49	88
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	12	605	130	64	1367	7	5	21	19	480	49	38
Peak Hour Factor	0.8874	0.8874	0.8874	0.9449	0.9449	0.9449	0.5833	0.5833	0.5833	0.8617	0.8617	0.8617
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]	3	170	37	17	362	2	2	9	8	139	14	11
Total Analysis Volume [veh/h]	14	682	146	68	1447	7	9	36	33	557	57	44
Pedestrian Volume [ped/h]	12			11			58			18		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.20	0.09	0.02	0.29	0.29	0.01	0.01	0.02	0.16	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.527											

Intersection Level Of Service Report
Intersection 25: Beach Blvd/Atlanta Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	380.00	100.00	100.00	270.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	36	339	80	259	592	128	84	385	49	51	280	167
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	36	339	34	259	592	128	84	385	49	51	280	84
Peak Hour Factor	0.8965	0.8965	0.8965	0.9139	0.9139	0.9139	0.8409	0.8409	0.8409	0.7844	0.7844	0.7844
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]	10	95	9	71	162	35	25	114	15	16	89	27
Total Analysis Volume [veh/h]	40	378	38	283	648	140	100	458	58	65	357	107
Pedestrian Volume [ped/h]	15			23			7			11		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	105
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.08	0.17	0.15	0.15	0.06	0.13	0.03	0.04	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.500											

Intersection Level Of Service Report
Intersection 26: Beach Blvd/Indianapolis Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	215.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	16	562	41	183	887	51	93	221	33	29	112	215
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	16	562	32	183	887	38	93	221	15	29	112	127
Peak Hour Factor	0.8503	0.8503	0.8503	0.8403	0.8403	0.8403	0.7815	0.7815	0.7815	0.7739	0.7739	0.7739
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]	5	165	9	54	264	11	30	71	5	9	36	41
Total Analysis Volume [veh/h]	19	661	38	218	1056	45	119	283	19	37	145	164
Pedestrian Volume [ped/h]	16			17			12			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	80
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.14	0.14	0.13	0.22	0.22	0.07	0.17	0.01	0.02	0.09	0.10
Intersection LOS	A											
Intersection V/C	0.529											

Intersection Level Of Service Report
Intersection 27: Beach Blvd/Adams Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	250.00	100.00	100.00	250.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	94	672	154	328	957	131	150	745	82	77	463	218
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	94	672	80	328	957	131	150	745	82	77	463	88
Peak Hour Factor	0.8870	0.8870	0.8870	0.9280	0.9280	0.9280	0.8723	0.8723	0.8723	0.8481	0.8481	0.8481
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]	26	189	23	88	258	35	43	214	24	23	136	26
Total Analysis Volume [veh/h]	106	758	90	353	1031	141	172	854	94	91	546	104
Pedestrian Volume [ped/h]	14			13			5			9		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	110
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.17	0.17	0.10	0.23	0.23	0.10	0.19	0.19	0.05	0.16	0.06
Intersection LOS	B											
Intersection V/C	0.608											

Intersection Level Of Service Report
Intersection 28: Beach Blvd/Yorktown Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	145.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	80	906	83	59	1379	93	152	384	202	103	328	87
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	80	906	60	59	1379	93	152	384	202	103	328	60
Peak Hour Factor	0.7752	0.7752	0.7752	0.8682	0.8682	0.8682	0.8703	0.8703	0.8703	0.7896	0.7896	0.7896
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]	26	292	19	17	397	27	44	110	58	33	104	19
Total Analysis Volume [veh/h]	103	1169	77	68	1588	107	175	441	232	130	415	76
Pedestrian Volume [ped/h]	7			12			6			13		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.24	0.24	0.04	0.33	0.33	0.10	0.13	0.14	0.08	0.14	0.14
Intersection LOS	C											
Intersection V/C	0.700											

CRC Property Huntington Beach

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

Scenario 1 Existing AM
7/14/2025

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	PCH/Warner Ave	16	655	276	326	1171	13	25	58	126	411	161	388	3626

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Warner Ave/Bolsa Chica St	35	111	136	441	63	322	246	691	13	57	618	262	2995

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
3	PCH/Seapoint St	820	46	141	1496	93	196	2792

ID	Intersection Name	Northbound			Southbound			Eastbound		Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Thru	Right	Left	Thru	Right	
4	Seapoint St/Project Dwy	0	1	1	1	2	0	202	0	0	300	2	509

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
5	Seapoint St/Doral Dr	16	76	175	28	60	287	642

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	Seapoint St/Garfield Ave	0	266	2	0	349	1	618

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Garfield Ave/Edwards St	5	76	59	461	123	167	105	163	1	59	179	239	1637

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	PCH/North Project Dwy	866	0	0	1589	0	0	2455

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	PCH/Center Project Dwy	857	0	0	812	0	0	1669

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	On-Site Project Roundabout	0	0	0	0	0	0	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
11	PCH/South Project Dwy	857	0	0	812	0	0	1669

ID	Intersection Name	Northbound			Southbound		Westbound		Total Volume
		U-T	Thru	Right	Left	Thru	Left	Right	
12	PCH/Goldenwest St	1	695	116	198	1384	350	162	2906

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
13	Goldenwest St/Project Dwy	2	3	4	330	508	1	848

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Goldenwest St/Orange Ave	7	344	6	134	454	31	47	28	22	12	12	72	1169

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Goldenwest St/Palm Ave	28	423	16	213	565	65	79	100	28	18	68	276	1879

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
16	Goldenwest St/Yorktown Ave	582	285	485	676	204	338	2570

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Goldenwest St/Garfield Ave	116	722	152	216	981	69	75	428	257	112	247	128	3503

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	Goldenwest St/Ellis Ave	76	750	50	112	1150	37	52	269	102	53	132	102	2885

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
19	PCH/17th St	676	36	140	1594	62	107	2615

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
20	PCH/6th St	16	590	43	56	1489	18	13	13	15	18	16	32	2319

ID	Intersection Name	Northbound			Southbound		Westbound		Total Volume
		U-T	Thru	Right	Left	Thru	Left	Right	
21	PCH/Main St	2	619	31	24	1496	30	27	2229

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	Main St/Garfield Ave	15	332	69	41	379	72	115	611	7	47	308	22	2018

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
23	PCH/1st St	17	530	25	88	1403	5	20	20	10	75	27	100	2320

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	PCH/Beach Blvd	12	605	235	64	1367	9	5	21	23	480	49	88	2958

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
25	Beach Blvd/Atlanta Ave	36	339	80	259	592	128	84	385	49	51	280	167	2450

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	Beach Blvd/Indianapolis Ave	16	562	41	183	887	51	93	221	33	29	112	215	2443

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
27	Beach Blvd/Adams Ave	94	672	154	328	957	131	150	745	82	77	463	218	4071

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
28	Beach Blvd/Yorktown Ave	80	906	83	59	1379	93	152	384	202	103	328	87	3856

CRC Property Huntington Beach

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

Scenario 2 Existing PM
7/14/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	PCH/Warner Ave	Signalized	ICU 1	NB Thru	0.740	-	C
2	Warner Ave/Bolsa Chica St	Signalized	ICU 1	WB Thru	0.641	-	B
3	PCH/Seapoint St	Signalized	ICU 1	NB Thru	0.666	-	B
4	Seapoint St/Project Dwy	Two-way stop	HCM 7th Edition	SB Thru	0.005	14.4	B
5	Seapoint St/Doral Dr	Signalized	ICU 1	EB Thru	0.300	-	A
6	Seapoint St/Garfield Ave	All-way stop	HCM 7th Edition	WB Left	0.300	10.1	B
7	Garfield Ave/Edwards St	Signalized	ICU 1	SB Left	0.546	-	A
8	PCH/North Project Dwy	Signalized	ICU 1	NB Thru	0.559	-	A
9	PCH/Center Project Dwy	Signalized	ICU 1	SB Thru	0.544	-	A
10	On-Site Project Roundabout	Roundabout	HCM 7th Edition	WB Left		2.7	A
11	PCH/South Project Dwy	Signalized	ICU 1	SB Thru	0.569	-	A
12	PCH/Goldenwest St	Signalized	ICU 1	NB Thru	0.660	-	B
13	Goldenwest St/Project Dwy	Two-way stop	HCM 7th Edition	SB Left	0.061	12.3	B
14	Goldenwest St/Orange Ave	Signalized	ICU 1	SB Left	0.330	-	A
15	Goldenwest St/Palm Ave	Signalized	ICU 1	NB Thru	0.452	-	A
16	Goldenwest St/Yorktown Ave	Signalized	ICU 1	WB Right	0.690	-	B
17	Goldenwest St/Garfield Ave	Signalized	ICU 1	NB Thru	0.472	-	A
18	Goldenwest St/Ellis Ave	Signalized	ICU 1	NB Thru	0.579	-	A
19	PCH/17th St	Signalized	ICU 1	NB Right	0.665	-	B
20	PCH/6th St	Signalized	ICU 1	NB Thru	0.576	-	A
21	PCH/Main St	Signalized	ICU 1	NB Thru	0.409	-	A
22	Main St/Garfield Ave	Signalized	ICU 1	SB Thru	0.325	-	A
23	PCH/1st St	Signalized	ICU 1	NB Thru	0.532	-	A
24	PCH/Beach Blvd	Signalized	ICU 1	NB Thru	0.592	-	A
25	Beach Blvd/Atlanta Ave	Signalized	ICU 1	WB Right	0.635	-	B
26	Beach Blvd/Indianapolis Ave	Signalized	ICU 1	NB Right	0.451	-	A
27	Beach Blvd/Adams Ave	Signalized	ICU 1	WB Thru	0.659	-	B
28	Beach Blvd/Yorktown Ave	Signalized	ICU 1	NB Thru	0.626	-	B

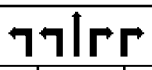
V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: PCH/Warner Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	0	1	0	0	2	0	1
Entry Pocket Length [ft]	300.00	100.00	117.00	325.00	100.00	100.00	85.00	100.00	100.00	150.00	100.00	200.00
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]	60.00			60.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	25	1164	401	426	737	16	26	58	36	251	36	535
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	25	1164	401	426	737	15	26	58	22	251	36	535
Peak Hour Factor	0.9293	0.9293	0.9293	0.9486	0.9486	0.9486	0.6250	0.6250	0.6250	0.9093	0.9093	0.9093
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]	7	313	108	112	194	4	10	23	9	69	10	147
Total Analysis Volume [veh/h]	27	1253	432	449	777	16	42	93	35	276	40	588
Pedestrian Volume [ped/h]	1			5			2			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.37	0.25	0.13	0.23	0.23	0.02	0.08	0.08	0.08	0.02	0.17
Intersection LOS	C											
Intersection V/C	0.740											

Intersection Level Of Service Report
Intersection 2: Warner Ave/Bolsa Chica St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	180.00	100.00	100.00	290.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	102	105	403	129	298	289	656	20	113	862	311
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	29	102	23	403	129	298	289	656	20	113	862	179
Peak Hour Factor	0.9077	0.9077	0.9077	0.9350	0.9350	0.9350	0.9324	0.9324	0.9324	0.8599	0.8599	0.8599
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	28	6	108	34	80	77	176	5	33	251	52
Total Analysis Volume [veh/h]	32	112	25	431	138	319	310	704	21	131	1002	208
Pedestrian Volume [ped/h]	5			9			3			5		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	110
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.04	0.13	0.08	0.09	0.18	0.14	0.14	0.08	0.24	0.24
Intersection LOS	B											
Intersection V/C	0.641											

Intersection Level Of Service Report
Intersection 3: PCH/Seapoint St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	460.00	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]	60.00		60.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1457	72	174	924	50	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	1457	54	174	924	50	149
Peak Hour Factor	0.9929	0.9929	0.9000	0.9000	0.7593	0.7593
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	367	14	48	257	16	49
Total Analysis Volume [veh/h]	1467	54	193	1027	66	196
Pedestrian Volume [ped/h]	1		0		1	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.45	0.45	0.11	0.30	0.04	0.00
Intersection LOS	B					
Intersection V/C	0.666					

Intersection Level Of Service Report
Intersection 4: Seapoint St/Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	1	3	6	1	0	0	258	0	0	266	0
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	0	1	3	6	1	0	0	258	0	0	266	0
Peak Hour Factor	0.2500	0.2500	0.2500	0.4375	0.4375	0.4375	1.0000	0.8750	0.8750	0.8418	0.8418	0.8418
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]	0	1	3	3	1	0	0	74	0	0	79	0
Total Analysis Volume [veh/h]	0	4	12	14	2	0	0	295	0	0	316	0
Pedestrian Volume [ped/h]	11			2			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.74	14.24	9.37	13.01	14.39	9.50	0.00	0.00	0.00	7.91	0.00	0.00
Movement LOS	B	B	A	B	B	A		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.07	0.11	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.86	1.86	1.86	2.72	2.72	2.72	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.59			13.18			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.59											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Seapoint St/Doral Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.300

Intersection Setup

Name						
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	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	18	58	272	24	69	241
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	18	58	272	24	69	241
Peak Hour Factor	0.7600	0.7600	0.9136	0.9136	0.8835	0.8835
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	19	74	7	20	68
Total Analysis Volume [veh/h]	24	76	298	26	78	273
Pedestrian Volume [ped/h]	2		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	60
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.10	0.10	0.05	0.08
Intersection LOS	A					
Intersection V/C	0.300					

Intersection Level Of Service Report
Intersection 6: Seapoint St/Garfield Ave

Control Type:	All-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.300

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	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	0
Entry Pocket Length [ft]	150.00	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]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1	285	1	2	311	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	1	285	1	2	311	2
Peak Hour Factor	0.8505	0.8505	0.3750	0.3750	0.8533	0.8533
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	84	1	1	91	1
Total Analysis Volume [veh/h]	1	335	3	5	364	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	645	738	738	559	609	610
Degree of Utilization, x	0.00	0.23	0.23	0.01	0.30	0.30

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.87	0.87	0.04	1.26	1.25
95th-Percentile Queue Length [ft]	0.12	21.75	21.75	1.09	31.45	31.36
Approach Delay [s/veh]	9.00			9.54	11.11	
Approach LOS	A			A	B	
Intersection Delay [s/veh]	10.09					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Garfield Ave/Edwards St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.546

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	200.00	100.00	100.00	250.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	4	78	15	300	69	116	144	139	3	31	194	325
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	4	78	15	300	69	57	144	139	3	31	194	191
Peak Hour Factor	0.8362	0.8362	0.8362	0.7977	0.7977	0.7977	0.8614	0.8614	0.8614	0.9409	0.9409	0.9409
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	23	4	94	22	18	42	40	1	8	52	51
Total Analysis Volume [veh/h]	5	93	18	376	86	71	167	161	3	33	206	203
Pedestrian Volume [ped/h]	0			0			1			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	80
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.03	0.22	0.05	0.05	0.10	0.03	0.03	0.02	0.06	0.12
Intersection LOS	A											
Intersection V/C	0.546											

Intersection Level Of Service Report
Intersection 8: PCH/North Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1529	0	0	974	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	1529	0	0	974	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]	402	0	0	256	0	0
Total Analysis Volume [veh/h]	1609	0	0	1025	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	70
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.47	0.00	0.00	0.30	0.00	0.00
Intersection LOS	A					
Intersection V/C	0.559					

Intersection Level Of Service Report
Intersection 9: PCH/Center Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.544

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1496	0	0	1580	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	1496	0	0	1580	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]	394	0	0	416	0	0
Total Analysis Volume [veh/h]	1575	0	0	1663	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	110
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	6	6	5	2	7	0
Auxiliary Signal Groups		6,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.46	0.00	0.00	0.49	0.00	0.00
Intersection LOS	A					
Intersection V/C	0.544					

Intersection Level Of Service Report
Intersection 10: On-Site Project Roundabout

Control Type:	Roundabout	Delay (sec / veh):	2.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

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

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	0			0			0			0		
Exiting Flow Rate [veh/h]	0			0			0			0		
Demand Flow Rate [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Demand Flow Rate [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	0	0	0	0
Capacity of Entry and Bypass Lanes [veh/h]	1380	1380	1380	1380
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1353	1353	1353	1353
X, volume / capacity	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00
Approach Delay [s/veh]	2.66	2.66	2.66	2.66
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	2.66			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 11: PCH/South Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1496	0	0	1580	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	1496	0	0	1580	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]	394	0	0	416	0	0
Total Analysis Volume [veh/h]	1575	0	0	1663	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	75
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.46	0.00	0.00	0.49	0.00	0.00
Intersection LOS	A					
Intersection V/C	0.569					

Intersection Level Of Service Report
Intersection 12: PCH/Goldenwest St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

Intersection Setup

Name							
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	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	0
Entry Pocket Length [ft]	100.00	100.00	140.00	320.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	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
Speed [mph]	60.00			60.00		35.00	
Grade [%]	0.00			0.00		0.00	
Crosswalk	No			Yes		Yes	

Volumes

Name							
Base Volume Input [veh/h]	0	1356	224	160	825	155	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	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
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1356	224	160	825	155	98
Peak Hour Factor	1.0000	0.9381	0.9381	0.9191	0.9191	0.8278	0.8278
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	361	60	44	224	47	30
Total Analysis Volume [veh/h]	0	1445	239	174	898	187	118
Pedestrian Volume [ped/h]	0			12		1	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Cycle Length [s]	95
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	0	6	0	5	2	7	0
Auxiliary Signal Groups							
Lead / Lag	-	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.43	0.14	0.10	0.26	0.06	0.07
Intersection LOS	B						
Intersection V/C	0.660						

Intersection Level Of Service Report
Intersection 13: Goldenwest St/Project Dwy

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):	0.061

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	150.00	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	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	13	0	0	424	296	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	13	0	0	424	296	1
Peak Hour Factor	0.4063	0.4063	0.8908	0.8908	0.8438	0.8438
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	119	88	0
Total Analysis Volume [veh/h]	32	0	0	476	351	1
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	0.06	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.34	10.51	9.53	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.88	4.88	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.34		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Goldenwest St/Orange Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.330

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	235.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	14	432	12	131	264	68	33	8	8	11	10	83
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	14	432	12	131	264	65	33	8	1	11	10	15
Peak Hour Factor	0.9234	0.9234	0.9234	0.8151	0.8151	0.8151	0.7656	0.7656	0.7656	0.9286	0.9286	0.9286
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]	4	117	3	40	81	20	11	3	0	3	3	4
Total Analysis Volume [veh/h]	15	468	13	161	324	80	43	10	1	12	11	16
Pedestrian Volume [ped/h]	1			1			0			3		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	65
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.09	0.09	0.09	0.08	0.08	0.03	0.03	0.03	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.330											

Intersection Level Of Service Report
Intersection 15: Goldenwest St/Palm Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.452

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	100.00	240.00	100.00	100.00	240.00	100.00	100.00	100.00	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	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	19	554	10	126	408	90	90	51	22	23	71	137
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	19	554	5	126	408	74	90	51	6	23	71	48
Peak Hour Factor	0.8111	0.8111	0.8111	0.8333	0.8333	0.8333	0.8670	0.8670	0.8670	0.8619	0.8619	0.8619
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]	6	171	2	38	122	22	26	15	2	7	21	14
Total Analysis Volume [veh/h]	23	683	6	151	490	89	104	59	7	27	82	56
Pedestrian Volume [ped/h]	0			6			2			3		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	70
Lost time [s]	6.00

Phasing & Timing

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

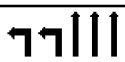
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.14	0.14	0.09	0.11	0.11	0.06	0.03	0.00	0.02	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.452											

Intersection Level Of Service Report
Intersection 16: Goldenwest St/Yorktown Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	2	0	1	0
Entry Pocket Length [ft]	100.00	100.00	180.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	609	187	373	457	256	481
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	609	187	373	457	256	481
Peak Hour Factor	0.8024	0.8024	0.9455	0.9455	0.9452	0.9452
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	190	58	99	121	68	127
Total Analysis Volume [veh/h]	759	233	395	483	271	509
Pedestrian Volume [ped/h]	0		0		3	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	75
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

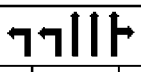
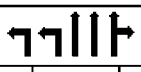
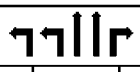
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.19	0.12	0.09	0.08	0.30
Intersection LOS	B					
Intersection V/C	0.690					

Intersection Level Of Service Report
Intersection 17: Goldenwest St/Garfield Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.472

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	0	2	0	0	2	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	240.00	100.00	100.00	260.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	128	935	125	111	817	48	114	292	150	139	338	150
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	128	935	125	111	817	35	114	292	64	139	338	150
Peak Hour Factor	0.9497	0.9497	0.9497	0.8818	0.8818	0.8818	0.9507	0.9507	0.9507	0.8473	0.8473	0.8473
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]	34	246	33	31	232	10	30	77	17	41	100	44
Total Analysis Volume [veh/h]	135	985	132	126	927	40	120	307	67	164	399	177
Pedestrian Volume [ped/h]	7			2			2			9		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	95
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.22	0.22	0.04	0.19	0.19	0.04	0.07	0.07	0.05	0.12	0.10
Intersection LOS	A											
Intersection V/C	0.472											

Intersection Level Of Service Report
Intersection 18: Goldenwest St/Ellis Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	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]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	97	1040	60	119	916	63	39	166	44	56	227	180
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	97	1040	51	119	916	49	39	166	23	56	227	56
Peak Hour Factor	0.8921	0.8921	0.8921	0.9128	0.9128	0.9128	0.7500	0.7500	0.7500	0.8511	0.8511	0.8511
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]	27	291	14	33	251	13	13	55	8	16	67	16
Total Analysis Volume [veh/h]	109	1166	57	130	1004	54	52	221	31	66	267	66
Pedestrian Volume [ped/h]	2			1			2			4		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	80
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.24	0.24	0.08	0.21	0.21	0.03	0.07	0.07	0.04	0.16	0.04
Intersection LOS	A											
Intersection V/C	0.579											

Intersection Level Of Service Report
Intersection 19: PCH/17th St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	350.00	100.00	155.00	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]	60.00		60.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1432	45	100	876	38	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
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]	1432	26	100	876	38	139
Peak Hour Factor	0.9324	0.9324	0.9517	0.9517	0.9031	0.9031
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	384	7	26	230	11	38
Total Analysis Volume [veh/h]	1536	28	105	920	42	154
Pedestrian Volume [ped/h]	5		1		2	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	115
Lost time [s]	6.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	4	0	3	8	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.46	0.46	0.06	0.27	0.02	0.09
Intersection LOS	B					
Intersection V/C	0.665					

Intersection Level Of Service Report
Intersection 20: PCH/6th St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	350.00	100.00	100.00	325.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	18	1380	63	65	784	14	29	23	44	73	16	82
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	18	1380	51	65	784	11	29	23	30	73	16	40
Peak Hour Factor	0.8253	0.8253	0.8253	0.9266	0.9266	0.9266	0.6154	0.6154	0.6154	0.9293	0.9293	0.9293
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]	5	418	15	18	212	3	12	9	12	20	4	11
Total Analysis Volume [veh/h]	22	1672	62	70	846	12	47	37	49	79	17	43
Pedestrian Volume [ped/h]	50			37			29			71		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	85
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.34	0.34	0.04	0.17	0.17	0.03	0.08	0.08	0.05	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.576											

Intersection Level Of Service Report
Intersection 21: PCH/Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.409

Intersection Setup

Name							
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	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
Entry Pocket Length [ft]	260.00	100.00	125.00	150.00	100.00	100.00	85.00
No. of Lanes in Exit Pocket	0	0	1	0	1	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	49.21	0.00	100.00
Speed [mph]	40.00			40.00		35.00	
Grade [%]	0.00			0.00		0.00	
Crosswalk	Yes			Yes		Yes	

Volumes

Name							
Base Volume Input [veh/h]	20	1467	0	0	914	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	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
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	1467	0	0	914	1	0
Peak Hour Factor	0.8392	0.8392	0.8392	0.9601	0.9601	0.2500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	437	0	0	238	1	0
Total Analysis Volume [veh/h]	24	1748	0	0	952	4	0
Pedestrian Volume [ped/h]	269			249		96	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

Cycle Length [s]	90
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.34	0.00	0.00	0.19	0.00	0.00
Intersection LOS	A						
Intersection V/C	0.409						

Intersection Level Of Service Report
Intersection 22: Main St/Garfield Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.325

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	2	0	0	1	0	1
Entry Pocket Length [ft]	240.00	100.00	100.00	250.00	100.00	100.00	215.00	100.00	100.00	255.00	100.00	25.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	13	334	68	21	350	128	77	439	11	74	446	45
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	13	334	68	21	350	128	77	439	11	74	446	24
Peak Hour Factor	0.8228	0.8228	0.8228	0.8663	0.8663	0.8663	0.9617	0.9617	0.9617	0.8773	0.8773	0.8773
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]	4	101	21	6	101	37	20	114	3	21	127	7
Total Analysis Volume [veh/h]	16	406	83	24	404	148	80	456	11	84	508	27
Pedestrian Volume [ped/h]	0			0			9			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

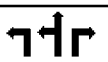
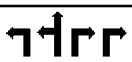
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.10	0.10	0.01	0.11	0.11	0.02	0.09	0.09	0.05	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.325											

Intersection Level Of Service Report
Intersection 23: PCH/1st St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	330.00	100.00	100.00	270.00	100.00	100.00	25.00	100.00	100.00	85.00	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]	40.00			40.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	1234	95	146	753	11	36	42	42	97	25	136
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	29	1234	95	146	753	9	36	42	10	97	25	136
Peak Hour Factor	0.9234	0.9234	0.9234	0.8926	0.8926	0.8926	0.5708	0.5708	0.5708	0.7618	0.7618	0.7618
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	334	26	41	211	3	16	18	4	32	8	45
Total Analysis Volume [veh/h]	31	1336	103	164	844	10	63	74	18	127	33	179
Pedestrian Volume [ped/h]	0			60			19			190		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	105
Lost time [s]	6.00

Phasing & Timing

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

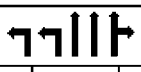
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.28	0.28	0.10	0.17	0.17	0.04	0.04	0.01	0.04	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.532											

Intersection Level Of Service Report
Intersection 24: PCH/Beach Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.592

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	300.00	100.00	100.00	305.00	100.00	100.00	50.00	100.00	50.00	480.00	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]	55.00			55.00			30.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	13	1176	501	131	766	13	40	60	31	236	26	124
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	13	1176	382	131	766	8	40	60	14	236	26	35
Peak Hour Factor	0.9046	0.9046	0.9046	0.8922	0.8922	0.8922	0.7120	0.7120	0.7120	0.7996	0.7996	0.7996
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]	4	325	106	37	215	2	14	21	5	74	8	11
Total Analysis Volume [veh/h]	14	1300	422	147	859	9	56	84	20	295	33	44
Pedestrian Volume [ped/h]	16			9			6			7		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	110
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.38	0.25	0.04	0.17	0.17	0.03	0.02	0.01	0.09	0.02	0.03
Intersection LOS	A											
Intersection V/C	0.592											

Intersection Level Of Service Report
Intersection 25: Beach Blvd/Atlanta Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	380.00	100.00	100.00	270.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	715	92	236	366	165	144	363	41	50	421	168
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	84	715	55	236	366	165	144	363	41	50	421	79
Peak Hour Factor	0.9329	0.9329	0.9329	0.8906	0.8906	0.8906	0.9384	0.9384	0.9384	0.8649	0.8649	0.8649
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]	23	192	15	66	103	46	38	97	11	14	122	23
Total Analysis Volume [veh/h]	90	766	59	265	411	185	153	387	44	58	487	91
Pedestrian Volume [ped/h]	24			4			5			6		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	105
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.16	0.16	0.16	0.12	0.12	0.09	0.11	0.03	0.03	0.17	0.17
Intersection LOS	B											
Intersection V/C	0.635											

Intersection Level Of Service Report
Intersection 26: Beach Blvd/Indianapolis Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.451

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	215.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	36	921	59	120	735	60	61	110	24	38	121	126
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	36	921	46	120	735	43	61	110	13	38	121	84
Peak Hour Factor	0.9549	0.9549	0.9549	0.9540	0.9540	0.9540	0.8705	0.8705	0.8705	0.9135	0.9135	0.9135
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]	9	241	12	31	193	11	18	32	4	10	33	23
Total Analysis Volume [veh/h]	38	964	48	126	770	45	70	126	15	42	132	92
Pedestrian Volume [ped/h]	3			9			5			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	6.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.20	0.20	0.07	0.16	0.16	0.04	0.07	0.01	0.02	0.08	0.05
Intersection LOS	A											
Intersection V/C	0.451											

Intersection Level Of Service Report
Intersection 27: Beach Blvd/Adams Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	250.00	100.00	100.00	250.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	108	863	166	262	887	145	121	444	57	133	810	292
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	108	863	100	262	887	145	121	444	57	133	810	177
Peak Hour Factor	0.9655	0.9655	0.9655	0.9628	0.9628	0.9628	0.9449	0.9449	0.9449	0.9515	0.9515	0.9515
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	223	26	68	230	38	32	117	15	35	213	47
Total Analysis Volume [veh/h]	112	894	104	272	921	151	128	470	60	140	851	186
Pedestrian Volume [ped/h]	3			5			6			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	105
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.20	0.08	0.21	0.21	0.08	0.10	0.10	0.08	0.25	0.11
Intersection LOS	B											
Intersection V/C	0.659											

Intersection Level Of Service Report
Intersection 28: Beach Blvd/Yorktown Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	145.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	160	1243	201	94	1106	125	103	347	126	83	314	73
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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
Total Hourly Volume [veh/h]	160	1243	83	94	1106	125	103	347	126	83	314	40
Peak Hour Factor	0.8777	0.8777	0.8777	0.9128	0.9128	0.9128	0.9057	0.9057	0.9057	0.8640	0.8640	0.8640
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]	46	354	24	26	303	34	28	96	35	24	91	12
Total Analysis Volume [veh/h]	182	1416	95	103	1212	137	114	383	139	96	363	46
Pedestrian Volume [ped/h]	7			11			6			6		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	6.00

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.30	0.30	0.06	0.26	0.26	0.07	0.11	0.08	0.06	0.12	0.12
Intersection LOS	B											
Intersection V/C	0.626											

CRC Property Huntington Beach

Vistro File: C:\...\CRC HB Revised - ICU 1.vistro
Report File: C:\...\Existing PM.pdf

Scenario 2 Existing PM
7/14/2025

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	PCH/Warner Ave	25	1164	401	426	737	16	26	58	36	251	36	535	3711

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Warner Ave/Bolsa Chica St	29	102	105	403	129	298	289	656	20	113	862	311	3317

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
3	PCH/Seapoint St	1457	72	174	924	50	196	2873

ID	Intersection Name	Northbound			Southbound			Eastbound		Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Thru	Right	Left	Thru	Right	
4	Seapoint St/Project Dwy	0	1	3	6	1	0	258	0	0	266	0	535

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
5	Seapoint St/Doral Dr	18	58	272	24	69	241	682

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	Seapoint St/Garfield Ave	1	285	1	2	311	2	602

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Garfield Ave/Edwards St	4	78	15	300	69	116	144	139	3	31	194	325	1418

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	PCH/North Project Dwy	1529	0	0	974	0	0	2503

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	PCH/Center Project Dwy	1496	0	0	1580	0	0	3076

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	On-Site Project Roundabout	0	0	0	0	0	0	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
11	PCH/South Project Dwy	1496	0	0	1580	0	0	3076

ID	Intersection Name	Northbound			Southbound		Westbound		Total Volume
		U-T	Thru	Right	Left	Thru	Left	Right	
12	PCH/Goldenwest St	0	1356	224	160	825	155	140	2860

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
13	Goldenwest St/Project Dwy	13	0	0	424	296	1	734

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Goldenwest St/Orange Ave	14	432	12	131	264	68	33	8	8	11	10	83	1074

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Goldenwest St/Palm Ave	19	554	10	126	408	90	90	51	22	23	71	137	1601

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
16	Goldenwest St/Yorktown Ave	609	187	373	457	256	481	2363

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Goldenwest St/Garfield Ave	128	935	125	111	817	48	114	292	150	139	338	150	3347

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	Goldenwest St/Ellis Ave	97	1040	60	119	916	63	39	166	44	56	227	180	3007

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
19	PCH/17th St	1432	45	100	876	38	139	2630

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
20	PCH/6th St	18	1380	63	65	784	14	29	23	44	73	16	82	2591

ID	Intersection Name	Northbound			Southbound		Westbound		Total Volume
		U-T	Thru	Right	Left	Thru	Left	Right	
21	PCH/Main St	20	1467	0	0	914	1	0	2402

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	Main St/Garfield Ave	13	334	68	21	350	128	77	439	11	74	446	45	2006

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
23	PCH/1st St	29	1234	95	146	753	11	36	42	42	97	25	136	2646

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	PCH/Beach Blvd	13	1176	501	131	766	13	40	60	31	236	26	124	3117

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
25	Beach Blvd/Atlanta Ave	84	715	92	236	366	165	144	363	41	50	421	168	2845

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	Beach Blvd/Indianapolis Ave	36	921	59	120	735	60	61	110	24	38	121	126	2411

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
27	Beach Blvd/Adams Ave	108	863	166	262	887	145	121	444	57	133	810	292	4288

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
28	Beach Blvd/Yorktown Ave	160	1243	201	94	1106	125	103	347	126	83	314	73	3975

CRC Property Huntington Beach

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Report File: C:\...\Opening Year AM.pdf

Scenario 3 Opening Year AM
11/3/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	PCH/Warner Ave	Signalized	ICU 1	SB Thru	0.774	-	C
2	Warner Ave/Bolsa Chica St	Signalized	ICU 1	EB Left	0.457	-	A
3	PCH/Seapoint St	Signalized	ICU 1	SB Thru	0.678	-	B
4	Seapoint St/Project Dwy	Two-way stop	HCM 7th Edition	SB Thru	0.006	15.0	C
5	Seapoint St/Doral Dr	Signalized	ICU 1	WB Thru	0.239	-	A
6	Seapoint St/Garfield Ave	All-way stop	HCM 7th Edition	WB Left	0.364	10.8	B
7	Garfield Ave/Edwards St	Signalized	ICU 1	SB Left	0.637	-	B
8	PCH/North Project Dwy	Signalized	ICU 1	SB Thru	0.643	-	B
9	PCH/Center Project Dwy	Signalized	ICU 1	NB Thru	0.370	-	A
10	On-Site Project Roundabout	Roundabout	HCM 7th Edition	WB Left		2.7	A
11	PCH/South Project Dwy	Signalized	ICU 1	NB Thru	0.370	-	A
12	PCH/Goldenwest St	Signalized	ICU 1	SB Thru	0.700	-	C
13	Goldenwest St/Project Dwy	Two-way stop	HCM 7th Edition	SB Left	0.005	14.7	B
14	Goldenwest St/Orange Ave	Signalized	ICU 1	SB Thru	0.313	-	A
15	Goldenwest St/Palm Ave	Signalized	ICU 1	WB Right	0.549	-	A
16	Goldenwest St/Yorktown Ave	Signalized	ICU 1	WB Right	0.698	-	B
17	Goldenwest St/Garfield Ave	Signalized	ICU 1	SB Right	0.528	-	A
18	Goldenwest St/Ellis Ave	Signalized	ICU 1	SB Right	0.556	-	A
19	PCH/17th St	Signalized	ICU 1	SB Thru	0.727	-	C
20	PCH/6th St	Signalized	ICU 1	SB Thru	0.480	-	A
21	PCH/Main St	Signalized	ICU 1	SB Thru	0.423	-	A
22	Main St/Garfield Ave	Signalized	ICU 1	EB Thru	0.373	-	A
23	PCH/1st St	Signalized	ICU 1	SB Thru	0.467	-	A
24	PCH/Beach Blvd	Signalized	ICU 1	WB Left	0.384	-	A
25	Beach Blvd/Atlanta Ave	Signalized	ICU 1	SB Left	0.412	-	A
26	Beach Blvd/Indianapolis Ave	Signalized	ICU 1	SB Thru	0.528	-	A
27	Beach Blvd/Adams Ave	Signalized	ICU 1	SB Thru	0.585	-	A
28	Beach Blvd/Yorktown Ave	Signalized	ICU 1	SB Thru	0.747	-	C

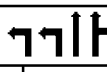
V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: PCH/Warner Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	0	1	0	0	2	0	1
Entry Pocket Length [ft]	300.00	100.00	117.00	325.00	100.00	100.00	85.00	100.00	100.00	150.00	100.00	200.00
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]	60.00			60.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	16	655	276	326	1171	13	25	58	126	411	161	388
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	0	9	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
Total Hourly Volume [veh/h]	19	793	331	391	1414	16	30	70	118	493	193	466
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	209	87	103	372	4	8	18	31	130	51	123
Total Analysis Volume [veh/h]	20	835	348	412	1488	17	32	74	124	519	203	491
Pedestrian Volume [ped/h]	8			20			18			12		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

Control Type	Permiss	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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.25	0.20	0.12	0.44	0.44	0.02	0.12	0.12	0.15	0.12	0.00
Intersection LOS	C											
Intersection V/C	0.774											

Intersection Level Of Service Report
Intersection 2: Warner Ave/Bolsa Chica St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	180.00	100.00	100.00	290.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	35	111	136	441	63	322	246	691	13	57	618	262
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
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
Total Hourly Volume [veh/h]	42	133	63	529	76	386	295	829	16	68	742	212
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	35	17	139	20	102	78	218	4	18	195	56
Total Analysis Volume [veh/h]	44	140	66	557	80	406	311	873	17	72	781	223
Pedestrian Volume [ped/h]	8			8			8			3		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.06	0.06	0.16	0.05	0.12	0.18	0.00	0.00	0.04	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.457											

Intersection Level Of Service Report
Intersection 3: PCH/Seapoint St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	460.00	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]	60.00		60.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	820	46	141	1496	93	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	9	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]	991	45	169	1804	112	151
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]	261	12	44	475	29	40
Total Analysis Volume [veh/h]	1043	47	178	1899	118	159
Pedestrian Volume [ped/h]	25		0		35	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.32	0.32	0.10	0.56	0.07	0.00
Intersection LOS	B					
Intersection V/C	0.678					

Intersection Level Of Service Report
Intersection 4: Seapoint St/Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	1	1	1	2	0	0	202	0	0	300	2
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.0000	1.2000	1.2000	1.2000	1.2000	1.2000
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
Total Hourly Volume [veh/h]	0	1	1	1	2	0	0	242	0	0	360	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	1	0	0	64	0	0	95	1
Total Analysis Volume [veh/h]	0	1	1	1	2	0	0	255	0	0	379	2
Pedestrian Volume [ped/h]	37			1			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	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	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.06	15.00	9.41	13.17	15.03	9.48	0.00	0.00	0.00	7.95	0.00	0.00
Movement LOS	B	C	A	B	C	A		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.02	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.30	0.30	0.30	0.59	0.59	0.59	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.21			14.41			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.11											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: Seapoint St/Doral Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.239

Intersection Setup

Name						
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	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	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		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	16	76	175	28	60	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
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]	19	91	210	34	72	344
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	24	55	9	19	91
Total Analysis Volume [veh/h]	20	96	221	36	76	362
Pedestrian Volume [ped/h]	23		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.08	0.08	0.04	0.11
Intersection LOS	A					
Intersection V/C	0.239					

Intersection Level Of Service Report
Intersection 6: Seapoint St/Garfield Ave

Control Type:	All-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):	0.364

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	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	0
Entry Pocket Length [ft]	150.00	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]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	266	2	0	349	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
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	319	2	0	419	1
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	84	1	0	110	0
Total Analysis Volume [veh/h]	0	336	2	0	441	1
Pedestrian Volume [ped/h]	2		4		12	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	623	709	709	530	607	607
Degree of Utilization, x	0.00	0.24	0.24	0.00	0.36	0.36

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.92	0.92	0.01	1.66	1.66
95th-Percentile Queue Length [ft]	0.00	22.96	22.96	0.28	41.56	41.51
Approach Delay [s/veh]	9.34			9.81	11.99	
Approach LOS	A			A	B	
Intersection Delay [s/veh]	10.85					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Garfield Ave/Edwards St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	200.00	100.00	100.00	250.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	76	59	461	123	167	105	163	1	59	179	239
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
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
Total Hourly Volume [veh/h]	6	91	71	553	148	139	126	196	0	71	215	187
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	24	19	146	39	37	33	52	0	19	57	49
Total Analysis Volume [veh/h]	6	96	75	582	156	146	133	206	0	75	226	197
Pedestrian Volume [ped/h]	9			3			25			7		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.05	0.34	0.09	0.09	0.08	0.04	0.00	0.04	0.07	0.12
Intersection LOS	B											
Intersection V/C	0.637											

Intersection Level Of Service Report
Intersection 8: PCH/North Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.643

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	866	0	0	1589	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	9	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]	1046	0	0	1916	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]	275	0	0	504	0	0
Total Analysis Volume [veh/h]	1101	0	0	2017	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.32	0.00	0.00	0.59	0.00	0.00
Intersection LOS	B					
Intersection V/C	0.643					

Intersection Level Of Service Report
Intersection 9: PCH/Center Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.370

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	857	0	0	812	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	9	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]	1035	0	0	983	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]	272	0	0	259	0	0
Total Analysis Volume [veh/h]	1089	0	0	1035	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	6	6	5	2	7	0
Auxiliary Signal Groups		6,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.32	0.00	0.00	0.30	0.00	0.00
Intersection LOS	A					
Intersection V/C	0.370					

Intersection Level Of Service Report
Intersection 10: On-Site Project Roundabout

Control Type:	Roundabout	Delay (sec / veh):	2.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

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

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
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
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	0			0			0			0		
Exiting Flow Rate [veh/h]	0			0			0			0		
Demand Flow Rate [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Demand Flow Rate [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	0	0	0	0
Capacity of Entry and Bypass Lanes [veh/h]	1380	1380	1380	1380
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1353	1353	1353	1353
X, volume / capacity	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00
Approach Delay [s/veh]	2.66	2.66	2.66	2.66
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	2.66			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 11: PCH/South Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.370

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	857	0	0	812	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	9	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]	1035	0	0	983	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]	272	0	0	259	0	0
Total Analysis Volume [veh/h]	1089	0	0	1035	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.32	0.00	0.00	0.30	0.00	0.00
Intersection LOS	A					
Intersection V/C	0.370					

Intersection Level Of Service Report
Intersection 12: PCH/Goldenwest St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

Intersection Setup

Name							
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	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	0
Entry Pocket Length [ft]	100.00	100.00	140.00	320.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	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
Speed [mph]	60.00			60.00		35.00	
Grade [%]	0.00			0.00		0.00	
Crosswalk	No			Yes		Yes	

Volumes

Name							
Base Volume Input [veh/h]	1	695	116	198	1384	350	162
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	11	0	9	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	841	150	238	1670	428	97
Peak Hour Factor	1.0000	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	1.0000
Total 15-Minute Volume [veh/h]	0	221	39	63	439	113	26
Total Analysis Volume [veh/h]	1	885	158	251	1758	451	102
Pedestrian Volume [ped/h]	0			45		25	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	0	6	0	5	2	7	0
Auxiliary Signal Groups							
Lead / Lag	-	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.26	0.09	0.15	0.52	0.13	0.06
Intersection LOS	C						
Intersection V/C	0.700						

Intersection Level Of Service Report
Intersection 13: Goldenwest St/Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	150.00	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	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	2	3	4	330	508	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	11	8	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]	2	4	5	407	618	1
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	1	1	107	163	0
Total Analysis Volume [veh/h]	2	4	5	428	651	1
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	0.01	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.75	11.39	11.32	0.00	0.00	0.00
Movement LOS	B	B	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.94	0.94	0.66	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.51		0.13		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.12					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Goldenwest St/Orange Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.313

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	235.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	7	344	6	134	454	31	47	28	22	12	12	72
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	1	8	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
Total Hourly Volume [veh/h]	8	424	7	162	553	34	56	34	12	14	14	34
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	112	2	43	146	9	15	9	3	4	4	9
Total Analysis Volume [veh/h]	8	446	7	171	582	36	59	36	13	15	15	36
Pedestrian Volume [ped/h]	4			2			0			11		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.09	0.09	0.10	0.12	0.12	0.03	0.06	0.06	0.01	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.313											

Intersection Level Of Service Report
Intersection 15: Goldenwest St/Palm Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.549

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	100.00	240.00	100.00	100.00	240.00	100.00	100.00	100.00	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	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	28	423	16	213	565	65	79	100	28	18	68	276
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	0	9	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
Total Hourly Volume [veh/h]	34	519	16	256	687	61	95	120	21	22	82	196
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	137	4	67	181	16	25	32	6	6	22	52
Total Analysis Volume [veh/h]	36	546	17	269	723	64	100	126	22	23	86	206
Pedestrian Volume [ped/h]	0			11			24			7		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

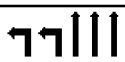
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.11	0.16	0.15	0.15	0.06	0.07	0.01	0.01	0.17	0.17
Intersection LOS	A											
Intersection V/C	0.549											

Intersection Level Of Service Report
Intersection 16: Goldenwest St/Yorktown Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	2	0	1	0
Entry Pocket Length [ft]	100.00	100.00	180.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	582	285	485	676	204	338
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	0	0	9	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]	709	342	582	820	245	406
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]	187	90	153	216	64	107
Total Analysis Volume [veh/h]	746	360	613	863	258	427
Pedestrian Volume [ped/h]	11		0		10	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

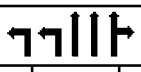
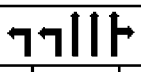
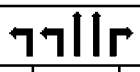
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.22	0.18	0.17	0.08	0.25
Intersection LOS	B					
Intersection V/C	0.698					

Intersection Level Of Service Report
Intersection 17: Goldenwest St/Garfield Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	0	2	0	0	2	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	240.00	100.00	100.00	260.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	116	722	152	216	981	69	75	428	257	112	247	128
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	2	1	8	0	0	0	0	1	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	875	184	260	1185	60	90	514	147	135	296	158
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	230	48	68	312	16	24	135	39	36	78	42
Total Analysis Volume [veh/h]	146	921	194	274	1247	63	95	541	155	142	312	166
Pedestrian Volume [ped/h]	4			10			11			3		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.22	0.22	0.08	0.26	0.26	0.03	0.14	0.14	0.04	0.09	0.10
Intersection LOS	A											
Intersection V/C	0.528											

Intersection Level Of Service Report
Intersection 18: Goldenwest St/Ellis Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	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]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	76	750	50	112	1150	37	52	269	102	53	132	102
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	9	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
Total Hourly Volume [veh/h]	91	913	41	134	1389	37	62	323	52	64	158	43
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	240	11	35	366	10	16	85	14	17	42	11
Total Analysis Volume [veh/h]	96	961	43	141	1462	39	65	340	55	67	166	45
Pedestrian Volume [ped/h]	4			4			7			5		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.20	0.20	0.08	0.29	0.29	0.04	0.12	0.12	0.04	0.10	0.03
Intersection LOS	A											
Intersection V/C	0.556											

Intersection Level Of Service Report
Intersection 19: PCH/17th St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.727

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	350.00	100.00	155.00	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]	60.00		60.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	676	36	140	1594	62	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	0	0	17	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]	825	20	168	1930	74	128
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]	217	5	44	508	19	34
Total Analysis Volume [veh/h]	868	21	177	2032	78	135
Pedestrian Volume [ped/h]	39		35		9	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	4	0	3	8	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.26	0.10	0.60	0.05	0.08
Intersection LOS	C					
Intersection V/C	0.727					

Intersection Level Of Service Report
Intersection 20: PCH/6th St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.480

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	350.00	100.00	100.00	325.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	16	590	43	56	1489	18	13	13	15	18	16	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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
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	0	17	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
Total Hourly Volume [veh/h]	19	722	49	67	1804	21	16	16	12	22	19	20
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	190	13	18	475	6	4	4	3	6	5	5
Total Analysis Volume [veh/h]	20	760	52	71	1899	22	17	17	13	23	20	21
Pedestrian Volume [ped/h]	28			26			36			32		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.16	0.16	0.04	0.38	0.38	0.01	0.03	0.03	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.480											

Intersection Level Of Service Report
Intersection 21: PCH/Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.423

Intersection Setup

Name							
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	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
Entry Pocket Length [ft]	260.00	100.00	125.00	150.00	100.00	100.00	85.00
No. of Lanes in Exit Pocket	0	0	1	0	1	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	49.21	0.00	100.00
Speed [mph]	40.00			40.00		35.00	
Grade [%]	0.00			0.00		0.00	
Crosswalk	Yes			Yes		Yes	

Volumes

Name							
Base Volume Input [veh/h]	2	619	31	24	1496	30	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	9	9	8	7	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	750	46	38	1803	43	39
Peak Hour Factor	0.9500	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	1.0000
Total 15-Minute Volume [veh/h]	1	197	12	10	474	11	10
Total Analysis Volume [veh/h]	2	789	48	40	1898	45	41
Pedestrian Volume [ped/h]	111			106		19	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.03	0.02	0.37	0.00	0.00
Intersection LOS	A						
Intersection V/C	0.423						

Intersection Level Of Service Report
Intersection 22: Main St/Garfield Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.373

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	2	0	0	1	0	1
Entry Pocket Length [ft]	240.00	100.00	100.00	250.00	100.00	100.00	215.00	100.00	100.00	255.00	100.00	25.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	15	332	69	41	379	72	115	611	7	47	308	22
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	26	0	0	42	1	2	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
Total Hourly Volume [veh/h]	18	424	83	49	497	87	140	733	8	56	370	15
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	112	22	13	131	23	37	193	2	15	97	4
Total Analysis Volume [veh/h]	19	446	87	52	523	92	147	772	8	59	389	16
Pedestrian Volume [ped/h]	11			10			38			4		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

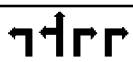
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.10	0.10	0.03	0.12	0.12	0.04	0.15	0.15	0.03	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.373											

Intersection Level Of Service Report
Intersection 23: PCH/1st St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.467

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	330.00	100.00	100.00	270.00	100.00	100.00	25.00	100.00	100.00	85.00	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]	40.00			40.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	17	530	25	88	1403	5	20	20	10	75	27	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	8	8	7	0	0	0	0	6	0	6
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
Total Hourly Volume [veh/h]	20	646	38	114	1691	5	24	24	6	96	32	126
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	170	10	30	445	1	6	6	2	25	8	33
Total Analysis Volume [veh/h]	21	680	40	120	1780	5	25	25	6	101	34	133
Pedestrian Volume [ped/h]	0			42			25			66		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

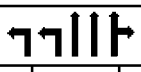
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.14	0.14	0.07	0.35	0.35	0.01	0.01	0.00	0.03	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.467											

Intersection Level Of Service Report
Intersection 24: PCH/Beach Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.384

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	300.00	100.00	100.00	305.00	100.00	100.00	50.00	100.00	50.00	480.00	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]	55.00			55.00			30.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	12	605	235	64	1367	9	5	21	23	480	49	88
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	17	5	0	13	0	0	0	0	15	0	1
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
Total Hourly Volume [veh/h]	14	743	182	77	1653	9	6	25	24	591	59	57
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	196	48	20	435	2	2	7	6	156	16	15
Total Analysis Volume [veh/h]	15	782	192	81	1740	9	6	26	25	622	62	60
Pedestrian Volume [ped/h]	12			11			58			18		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.11	0.02	0.00	0.00	0.00	0.01	0.01	0.18	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.384											

Intersection Level Of Service Report
Intersection 25: Beach Blvd/Atlanta Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.412

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	380.00	100.00	100.00	270.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	36	339	80	259	592	128	84	385	49	51	280	167
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	0	0	16	16	12	20	0	0	26	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
Total Hourly Volume [veh/h]	43	412	50	311	726	170	113	482	59	61	362	117
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	108	13	82	191	45	30	127	16	16	95	31
Total Analysis Volume [veh/h]	45	434	53	327	764	179	119	507	62	64	381	123
Pedestrian Volume [ped/h]	15			23			7			11		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.10	0.10	0.19	0.18	0.18	0.07	0.00	0.04	0.04	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.412											

Intersection Level Of Service Report
Intersection 26: Beach Blvd/Indianapolis Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	215.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	16	562	41	183	887	51	93	221	33	29	112	215
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	6	0	24	0	0	0	0	8	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
Total Hourly Volume [veh/h]	19	685	46	220	1088	48	112	265	22	43	134	170
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	180	12	58	286	13	29	70	6	11	35	45
Total Analysis Volume [veh/h]	20	721	48	232	1145	51	118	279	23	45	141	179
Pedestrian Volume [ped/h]	16			17			12			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.15	0.15	0.14	0.23	0.23	0.07	0.16	0.01	0.03	0.08	0.11
Intersection LOS	A											
Intersection V/C	0.528											

Intersection Level Of Service Report
Intersection 27: Beach Blvd/Adams Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.585

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	250.00	100.00	100.00	250.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	94	672	154	328	957	131	150	745	82	77	463	218
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	6	0	16	0	0	14	0	8	18	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
Total Hourly Volume [veh/h]	113	811	117	394	1164	157	180	908	98	100	574	132
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	213	31	104	306	41	47	239	26	26	151	35
Total Analysis Volume [veh/h]	119	854	123	415	1225	165	189	956	103	105	604	139
Pedestrian Volume [ped/h]	14			13			5			9		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.19	0.19	0.12	0.27	0.27	0.11	0.00	0.00	0.06	0.00	0.08
Intersection LOS	A											
Intersection V/C	0.585											

Intersection Level Of Service Report
Intersection 28: Beach Blvd/Yorktown Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.747

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	145.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	80	906	83	59	1379	93	152	384	202	103	328	87
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	0	0	16	8	6	18	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
Total Hourly Volume [veh/h]	96	1092	77	71	1671	120	188	479	242	124	413	77
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	287	20	19	440	32	49	126	64	33	109	20
Total Analysis Volume [veh/h]	101	1149	81	75	1759	126	198	504	255	131	435	81
Pedestrian Volume [ped/h]	7			12			6			13		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.24	0.24	0.04	0.37	0.37	0.12	0.15	0.15	0.08	0.15	0.15
Intersection LOS	C											
Intersection V/C	0.747											

CRC Property Huntington Beach

Vistro File: C:\...\CRC HB Revised - ICU 1 - 11.3.2025.vistro
Report File: C:\...\Opening Year AM.pdf

Scenario 3 Opening Year AM
11/3/2025

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	PCH/Warner Ave	19	793	331	391	1414	16	30	70	151	493	193	466	4367

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Warner Ave/Bolsa Chica St	42	133	163	529	76	386	295	829	16	68	742	314	3593

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
3	PCH/Seapoint St	991	55	169	1804	112	235	3366

ID	Intersection Name	Northbound			Southbound			Eastbound		Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Thru	Right	Left	Thru	Right	
4	Seapoint St/Project Dwy	0	1	1	1	2	0	242	0	0	360	2	609

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
5	Seapoint St/Doral Dr	19	91	210	34	72	344	770

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	Seapoint St/Garfield Ave	0	319	2	0	419	1	741

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Garfield Ave/Edwards St	6	91	71	553	148	200	126	196	1	71	215	287	1965

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	PCH/North Project Dwy	1046	0	0	1916	0	0	2962

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	PCH/Center Project Dwy	1035	0	0	983	0	0	2018

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	On-Site Project Roundabout	0	0	0	0	0	0	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
11	PCH/South Project Dwy	1035	0	0	983	0	0	2018

ID	Intersection Name	Northbound			Southbound		Westbound		Total Volume
		U-T	Thru	Right	Left	Thru	Left	Right	
12	PCH/Goldenwest St	1	841	150	238	1670	428	194	3522

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
13	Goldenwest St/Project Dwy	2	4	5	407	618	1	1037

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Goldenwest St/Orange Ave	8	424	7	162	553	37	56	34	26	14	14	86	1421

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Goldenwest St/Palm Ave	34	519	19	256	687	78	95	120	34	22	82	331	2277

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
16	Goldenwest St/Yorktown Ave	709	342	582	820	245	406	3104

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Goldenwest St/Garfield Ave	139	875	184	260	1185	83	90	514	308	135	296	158	4227

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	Goldenwest St/Ellis Ave	91	913	60	134	1389	44	62	323	122	64	158	122	3482

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
19	PCH/17th St	825	43	168	1930	74	128	3168

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
20	PCH/6th St	19	722	52	67	1804	22	16	16	18	22	19	38	2815

ID	Intersection Name	Northbound			Southbound		Westbound		Total Volume
		U-T	Thru	Right	Left	Thru	Left	Right	
21	PCH/Main St	2	750	46	38	1803	43	39	2721

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	Main St/Garfield Ave	18	424	83	49	497	87	140	733	8	56	370	26	2491

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
23	PCH/1st St	20	646	38	114	1691	6	24	24	12	96	32	126	2829

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	PCH/Beach Blvd	14	743	287	77	1653	11	6	25	28	591	59	107	3601

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
25	Beach Blvd/Atlanta Ave	43	412	96	311	726	170	113	482	59	61	362	200	3035

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	Beach Blvd/Indianapolis Ave	19	685	55	220	1088	61	112	265	40	43	134	258	2980

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
27	Beach Blvd/Adams Ave	113	811	191	394	1164	157	180	908	98	100	574	262	4952

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
28	Beach Blvd/Yorktown Ave	96	1092	100	71	1671	120	188	479	242	124	413	104	4700

CRC Property Huntington Beach

Vistro File: C:\...\CRC HB Revised - ICU 1 - 11.3.2025.vistro
Report File: C:\...\Opening Year PM.pdf

Scenario 4 Opening Year PM
11/3/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	PCH/Warner Ave	Signalized	ICU 1	NB Thru	0.799	-	C
2	Warner Ave/Bolsa Chica St	Signalized	ICU 1	EB Left	0.466	-	A
3	PCH/Seapoint St	Signalized	ICU 1	NB Thru	0.783	-	C
4	Seapoint St/Project Dwy	Two-way stop	HCM 7th Edition	SB Thru	0.003	14.9	B
5	Seapoint St/Doral Dr	Signalized	ICU 1	EB Thru	0.268	-	A
6	Seapoint St/Garfield Ave	All-way stop	HCM 7th Edition	WB Left	0.327	10.5	B
7	Garfield Ave/Edwards St	Signalized	ICU 1	SB Left	0.573	-	A
8	PCH/North Project Dwy	Signalized	ICU 1	NB Thru	0.622	-	B
9	PCH/Center Project Dwy	Signalized	ICU 1	SB Thru	0.641	-	B
10	On-Site Project Roundabout	Roundabout	HCM 7th Edition	WB Left		2.7	A
11	PCH/South Project Dwy	Signalized	ICU 1	SB Thru	0.641	-	B
12	PCH/Goldenwest St	Signalized	ICU 1	NB Thru	0.754	-	C
13	Goldenwest St/Project Dwy	Two-way stop	HCM 7th Edition	SB Left	0.035	12.7	B
14	Goldenwest St/Orange Ave	Signalized	ICU 1	NB Thru	0.322	-	A
15	Goldenwest St/Palm Ave	Signalized	ICU 1	NB Thru	0.451	-	A
16	Goldenwest St/Yorktown Ave	Signalized	ICU 1	WB Right	0.746	-	C
17	Goldenwest St/Garfield Ave	Signalized	ICU 1	NB Thru	0.526	-	A
18	Goldenwest St/Ellis Ave	Signalized	ICU 1	NB Thru	0.609	-	B
19	PCH/17th St	Signalized	ICU 1	NB Thru	0.779	-	C
20	PCH/6th St	Signalized	ICU 1	NB Right	0.576	-	A
21	PCH/Main St	Signalized	ICU 1	NB Thru	0.424	-	A
22	Main St/Garfield Ave	Signalized	ICU 1	SB Right	0.355	-	A
23	PCH/1st St	Signalized	ICU 1	SB Left	0.250	-	A
24	PCH/Beach Blvd	Signalized	ICU 1	NB Right	0.517	-	A
25	Beach Blvd/Atlanta Ave	Signalized	ICU 1	NB Right	0.541	-	A
26	Beach Blvd/Indianapolis Ave	Signalized	ICU 1	NB Thru	0.522	-	A
27	Beach Blvd/Adams Ave	Signalized	ICU 1	SB Thru	0.629	-	B
28	Beach Blvd/Yorktown Ave	Signalized	ICU 1	NB Right	0.703	-	C

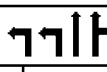
V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: PCH/Warner Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.799

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	0	1	0	0	2	0	1
Entry Pocket Length [ft]	300.00	100.00	117.00	325.00	100.00	100.00	85.00	100.00	100.00	150.00	100.00	200.00
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]	60.00			60.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	25	1164	401	426	737	16	26	58	36	251	36	535
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	0	0	12	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
Total Hourly Volume [veh/h]	30	1409	481	511	896	18	31	70	29	301	43	642
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	371	127	134	236	5	8	18	8	79	11	169
Total Analysis Volume [veh/h]	32	1483	506	538	943	19	33	74	31	317	45	676
Pedestrian Volume [ped/h]	1			5			2			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

Control Type	Permiss	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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.44	0.30	0.16	0.28	0.28	0.02	0.06	0.06	0.09	0.03	0.00
Intersection LOS	C											
Intersection V/C	0.799											

Intersection Level Of Service Report
Intersection 2: Warner Ave/Bolsa Chica St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.466

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	180.00	100.00	100.00	290.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	102	105	403	129	298	289	656	20	113	862	311
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
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
Total Hourly Volume [veh/h]	35	122	44	484	155	358	347	787	24	136	1034	241
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	32	12	127	41	94	91	207	6	36	272	63
Total Analysis Volume [veh/h]	37	128	46	509	163	377	365	828	25	143	1088	254
Pedestrian Volume [ped/h]	5			9			3			5		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.05	0.15	0.10	0.11	0.21	0.00	0.00	0.08	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.466											

Intersection Level Of Service Report
Intersection 3: PCH/Seapoint St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	460.00	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]	60.00		60.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1457	72	174	924	50	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	0	12	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]	1760	68	209	1121	60	188
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]	463	18	55	295	16	49
Total Analysis Volume [veh/h]	1853	72	220	1180	63	198
Pedestrian Volume [ped/h]	1		0		1	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.57	0.57	0.13	0.35	0.04	0.00
Intersection LOS	C					
Intersection V/C	0.783					

Intersection Level Of Service Report
Intersection 4: Seapoint St/Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	1	3	6	1	0	0	258	0	0	266	0
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.0000	1.2000	1.2000	1.2000	1.2000	1.2000
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
Total Hourly Volume [veh/h]	0	1	4	7	1	0	0	310	0	0	319	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	2	0	0	0	82	0	0	84	0
Total Analysis Volume [veh/h]	0	1	4	7	1	0	0	326	0	0	336	0
Pedestrian Volume [ped/h]	11			2			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.15	14.79	9.38	13.18	14.90	9.43	0.00	0.00	0.00	7.98	0.00	0.00
Movement LOS	B	B	A	B	B	A		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.06	0.06	0.06	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.57	0.57	0.57	1.40	1.40	1.40	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.46			13.40			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.24											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Seapoint St/Doral Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.268

Intersection Setup

Name						
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	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	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		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	18	58	272	24	69	241
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
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]	22	70	326	29	83	289
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]	6	18	86	8	22	76
Total Analysis Volume [veh/h]	23	74	343	31	87	304
Pedestrian Volume [ped/h]	2		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.11	0.11	0.05	0.09
Intersection LOS	A					
Intersection V/C	0.268					

Intersection Level Of Service Report
Intersection 6: Seapoint St/Garfield Ave

Control Type:	All-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.327

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	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	0
Entry Pocket Length [ft]	150.00	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]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1	285	1	2	311	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
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]	1	342	1	2	373	2
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	90	0	1	98	1
Total Analysis Volume [veh/h]	1	360	1	2	393	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	635	726	726	545	604	605
Degree of Utilization, x	0.00	0.25	0.25	0.01	0.33	0.33

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.98	0.98	0.02	1.42	1.42
95th-Percentile Queue Length [ft]	0.12	24.41	24.41	0.41	35.52	35.42
Approach Delay [s/veh]	9.29			9.64	11.53	
Approach LOS	A			A	B	
Intersection Delay [s/veh]	10.46					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Garfield Ave/Edwards St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	200.00	100.00	100.00	250.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	4	78	15	300	69	116	144	139	3	31	194	325
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
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
Total Hourly Volume [veh/h]	5	94	18	360	83	80	173	167	4	37	233	256
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	25	5	95	22	21	46	44	1	10	61	67
Total Analysis Volume [veh/h]	5	99	19	379	87	84	182	176	4	39	245	269
Pedestrian Volume [ped/h]	0			0			1			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.03	0.22	0.05	0.05	0.11	0.04	0.04	0.02	0.07	0.16
Intersection LOS	A											
Intersection V/C	0.573											

Intersection Level Of Service Report
Intersection 8: PCH/North Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.622

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1529	0	0	974	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	0	12	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]	1847	0	0	1181	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]	486	0	0	311	0	0
Total Analysis Volume [veh/h]	1944	0	0	1243	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.57	0.00	0.00	0.37	0.00	0.00
Intersection LOS	B					
Intersection V/C	0.622					

Intersection Level Of Service Report
Intersection 9: PCH/Center Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1496	0	0	1580	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	0	12	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]	1807	0	0	1908	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]	476	0	0	502	0	0
Total Analysis Volume [veh/h]	1902	0	0	2008	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	6	6	5	2	7	0
Auxiliary Signal Groups		6,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.56	0.00	0.00	0.59	0.00	0.00
Intersection LOS	B					
Intersection V/C	0.641					

Intersection Level Of Service Report
Intersection 10: On-Site Project Roundabout

Control Type:	Roundabout	Delay (sec / veh):	2.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

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

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
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
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	0			0			0			0		
Exiting Flow Rate [veh/h]	0			0			0			0		
Demand Flow Rate [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Demand Flow Rate [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	0	0	0	0
Capacity of Entry and Bypass Lanes [veh/h]	1380	1380	1380	1380
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1353	1353	1353	1353
X, volume / capacity	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00
Approach Delay [s/veh]	2.66	2.66	2.66	2.66
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	2.66			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 11: PCH/South Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1496	0	0	1580	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	0	12	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]	1807	0	0	1908	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]	476	0	0	502	0	0
Total Analysis Volume [veh/h]	1902	0	0	2008	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.56	0.00	0.00	0.59	0.00	0.00
Intersection LOS	B					
Intersection V/C	0.641					

Intersection Level Of Service Report
Intersection 12: PCH/Goldenwest St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.754

Intersection Setup

Name							
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	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	0
Entry Pocket Length [ft]	100.00	100.00	140.00	320.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	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
Speed [mph]	60.00			60.00		35.00	
Grade [%]	0.00			0.00		0.00	
Crosswalk	No			Yes		Yes	

Volumes

Name							
Base Volume Input [veh/h]	0	1356	224	160	825	155	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	15	0	12	11	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1639	284	192	1002	197	126
Peak Hour Factor	1.0000	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	1.0000
Total 15-Minute Volume [veh/h]	0	431	75	51	264	52	33
Total Analysis Volume [veh/h]	0	1725	299	202	1055	207	133
Pedestrian Volume [ped/h]	0			12		1	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	0	6	0	5	2	7	0
Auxiliary Signal Groups							
Lead / Lag	-	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.51	0.18	0.12	0.31	0.06	0.08
Intersection LOS	C						
Intersection V/C	0.754						

Intersection Level Of Service Report
Intersection 13: Goldenwest St/Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	150.00	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	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	13	0	0	424	296	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	15	11	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]	16	0	0	524	366	1
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]	4	0	0	138	96	0
Total Analysis Volume [veh/h]	17	0	0	552	385	1
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	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	12.68	10.45	9.70	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.71	2.71	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.68		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Goldenwest St/Orange Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.322

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	235.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	14	432	12	131	264	68	33	8	8	11	10	83
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	3	11	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
Total Hourly Volume [veh/h]	17	533	14	160	328	79	40	10	3	13	12	32
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	140	4	42	86	21	11	3	1	3	3	8
Total Analysis Volume [veh/h]	18	561	15	168	345	83	42	11	3	14	13	34
Pedestrian Volume [ped/h]	1			1			0			3		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.11	0.11	0.10	0.08	0.08	0.02	0.03	0.03	0.01	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.322											

Intersection Level Of Service Report
Intersection 15: Goldenwest St/Palm Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.451

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	100.00	240.00	100.00	100.00	240.00	100.00	100.00	100.00	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	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	19	554	10	126	408	90	90	51	22	23	71	137
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	0	14	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
Total Hourly Volume [veh/h]	23	680	7	151	504	92	108	61	10	28	85	75
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	179	2	40	133	24	28	16	3	7	22	20
Total Analysis Volume [veh/h]	24	716	7	159	531	97	114	64	11	29	89	79
Pedestrian Volume [ped/h]	0			6			2			3		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

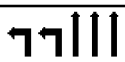
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.14	0.14	0.09	0.12	0.12	0.07	0.04	0.01	0.02	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.451											

Intersection Level Of Service Report
Intersection 16: Goldenwest St/Yorktown Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	2	0	1	0
Entry Pocket Length [ft]	100.00	100.00	180.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	609	187	373	457	256	481
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	15	0	0	14	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]	746	224	448	562	307	577
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]	196	59	118	148	81	152
Total Analysis Volume [veh/h]	785	236	472	592	323	607
Pedestrian Volume [ped/h]	0		0		3	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

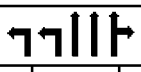
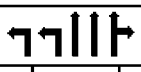
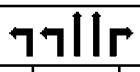
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.20	0.14	0.12	0.10	0.36
Intersection LOS	C					
Intersection V/C	0.746					

Intersection Level Of Service Report
Intersection 17: Goldenwest St/Garfield Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	0	2	0	0	2	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	240.00	100.00	100.00	260.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	128	935	125	111	817	48	114	292	150	139	338	150
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	2	4	11	0	0	0	0	3	0	2
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
Total Hourly Volume [veh/h]	154	1135	152	137	991	45	137	350	94	170	406	182
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	299	40	36	261	12	36	92	25	45	107	48
Total Analysis Volume [veh/h]	162	1195	160	144	1043	47	144	368	99	179	427	192
Pedestrian Volume [ped/h]	7			2			2			9		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.27	0.27	0.04	0.21	0.21	0.04	0.09	0.09	0.05	0.13	0.11
Intersection LOS	A											
Intersection V/C	0.526											

Intersection Level Of Service Report
Intersection 18: Goldenwest St/Ellis Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	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]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	97	1040	60	119	916	63	39	166	44	56	227	180
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	0	15	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
Total Hourly Volume [veh/h]	116	1263	63	143	1114	62	47	199	32	67	272	92
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	332	17	38	293	16	12	52	8	18	72	24
Total Analysis Volume [veh/h]	122	1329	66	151	1173	65	49	209	34	71	286	97
Pedestrian Volume [ped/h]	2			1			2			4		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.27	0.27	0.09	0.24	0.24	0.03	0.07	0.07	0.04	0.17	0.06
Intersection LOS	B											
Intersection V/C	0.609											

Intersection Level Of Service Report
Intersection 19: PCH/17th St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	350.00	100.00	155.00	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]	60.00		60.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1432	45	100	876	38	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	0	0	23	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]	1744	35	120	1074	46	167
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]	459	9	32	283	12	44
Total Analysis Volume [veh/h]	1836	37	126	1131	48	176
Pedestrian Volume [ped/h]	5		1		2	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	4	0	3	8	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.55	0.55	0.07	0.33	0.03	0.10
Intersection LOS	C					
Intersection V/C	0.779					

Intersection Level Of Service Report
Intersection 20: PCH/6th St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	350.00	100.00	100.00	325.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	18	1380	63	65	784	14	29	23	44	73	16	82
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	26	0	0	23	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
Total Hourly Volume [veh/h]	22	1682	64	78	964	14	35	28	39	88	19	56
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	443	17	21	254	4	9	7	10	23	5	15
Total Analysis Volume [veh/h]	23	1771	67	82	1015	15	37	29	41	93	20	59
Pedestrian Volume [ped/h]	50			37			29			71		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.36	0.36	0.05	0.20	0.20	0.02	0.06	0.06	0.05	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.576											

Intersection Level Of Service Report
Intersection 21: PCH/Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.424

Intersection Setup

Name							
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	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
Entry Pocket Length [ft]	260.00	100.00	125.00	150.00	100.00	100.00	85.00
No. of Lanes in Exit Pocket	0	0	1	0	1	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	49.21	0.00	100.00
Speed [mph]	40.00			40.00		35.00	
Grade [%]	0.00			0.00		0.00	
Crosswalk	Yes			Yes		Yes	

Volumes

Name							
Base Volume Input [veh/h]	20	1467	0	0	914	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	12	12	11	12	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	1774	12	12	1108	13	12
Peak Hour Factor	0.9500	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	1.0000
Total 15-Minute Volume [veh/h]	6	467	3	3	292	3	3
Total Analysis Volume [veh/h]	25	1867	13	13	1166	14	13
Pedestrian Volume [ped/h]	269			249		96	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.37	0.01	0.01	0.23	0.00	0.00
Intersection LOS	A						
Intersection V/C	0.424						

Intersection Level Of Service Report
Intersection 22: Main St/Garfield Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.355

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	2	0	0	1	0	1
Entry Pocket Length [ft]	240.00	100.00	100.00	250.00	100.00	100.00	215.00	100.00	100.00	255.00	100.00	25.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	13	334	68	21	350	128	77	439	11	74	446	45
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	50	0	0	45	3	2	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
Total Hourly Volume [veh/h]	16	451	82	25	465	157	94	527	13	89	535	33
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	119	22	7	122	41	25	139	3	23	141	9
Total Analysis Volume [veh/h]	17	475	86	26	489	165	99	555	14	94	563	35
Pedestrian Volume [ped/h]	0			0			9			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

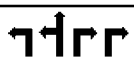
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.11	0.11	0.02	0.13	0.13	0.03	0.11	0.11	0.06	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.355											

Intersection Level Of Service Report
Intersection 23: PCH/1st St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	330.00	100.00	100.00	270.00	100.00	100.00	25.00	100.00	100.00	85.00	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]	40.00			40.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	1234	95	146	753	11	36	42	42	97	25	136
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	11	11	12	0	0	0	0	11	0	11
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
Total Hourly Volume [veh/h]	35	1496	125	186	916	11	43	50	18	127	30	174
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	394	33	49	241	3	11	13	5	33	8	46
Total Analysis Volume [veh/h]	37	1575	132	196	964	12	45	53	19	134	32	183
Pedestrian Volume [ped/h]	0			60			19			190		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

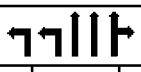
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.12	0.00	0.00	0.03	0.03	0.01	0.04	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.250											

Intersection Level Of Service Report
Intersection 24: PCH/Beach Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	300.00	100.00	100.00	305.00	100.00	100.00	50.00	100.00	50.00	480.00	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]	55.00			55.00			30.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	13	1176	501	131	766	13	40	60	31	236	26	124
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	13	0	23	0	0	0	0	7	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	1434	495	157	942	11	48	72	20	290	31	63
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	377	130	41	248	3	13	19	5	76	8	17
Total Analysis Volume [veh/h]	17	1509	521	165	992	12	51	76	21	305	33	66
Pedestrian Volume [ped/h]	16			9			6			7		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.31	0.05	0.00	0.00	0.03	0.02	0.01	0.09	0.02	0.04
Intersection LOS	A											
Intersection V/C	0.517											

Intersection Level Of Service Report
Intersection 25: Beach Blvd/Atlanta Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	380.00	100.00	100.00	270.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	715	92	236	366	165	144	363	41	50	421	168
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	10	22	22	34	0	0	34	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
Total Hourly Volume [veh/h]	101	871	73	283	449	220	195	470	49	60	539	113
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	229	19	74	118	58	51	124	13	16	142	30
Total Analysis Volume [veh/h]	106	917	77	298	473	232	205	495	52	63	567	119
Pedestrian Volume [ped/h]	24			4			5			6		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.19	0.18	0.14	0.14	0.12	0.00	0.03	0.04	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.541											

Intersection Level Of Service Report
Intersection 26: Beach Blvd/Indianapolis Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.522

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	215.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	36	921	59	120	735	60	61	110	24	38	121	126
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	11	0	21	0	0	0	0	11	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
Total Hourly Volume [veh/h]	43	1129	69	144	903	55	73	132	18	57	145	109
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	297	18	38	238	14	19	35	5	15	38	29
Total Analysis Volume [veh/h]	45	1188	73	152	951	58	77	139	19	60	153	115
Pedestrian Volume [ped/h]	3			9			5			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.25	0.25	0.09	0.20	0.20	0.05	0.08	0.01	0.04	0.09	0.07
Intersection LOS	A											
Intersection V/C	0.522											

Intersection Level Of Service Report
Intersection 27: Beach Blvd/Adams Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	250.00	100.00	100.00	250.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	108	863	166	262	887	145	121	444	57	133	810	292
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	11	0	10	0	0	23	0	11	23	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
Total Hourly Volume [veh/h]	130	1049	144	314	1074	174	145	556	68	171	995	235
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	276	38	83	283	46	38	146	18	45	262	62
Total Analysis Volume [veh/h]	137	1104	152	331	1131	183	153	585	72	180	1047	247
Pedestrian Volume [ped/h]	3			5			6			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.25	0.25	0.10	0.26	0.26	0.09	0.00	0.00	0.11	0.00	0.15
Intersection LOS	B											
Intersection V/C	0.629											

Intersection Level Of Service Report
Intersection 28: Beach Blvd/Yorktown Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	145.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	160	1243	201	94	1106	125	103	347	126	83	314	73
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	10	11	11	25	0	0	27	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
Total Hourly Volume [veh/h]	192	1505	123	113	1337	161	135	441	151	100	404	55
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	396	32	30	352	42	36	116	40	26	106	14
Total Analysis Volume [veh/h]	202	1584	129	119	1407	169	142	464	159	105	425	58
Pedestrian Volume [ped/h]	7			11			6			6		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.34	0.34	0.07	0.31	0.31	0.08	0.14	0.09	0.06	0.14	0.14
Intersection LOS	C											
Intersection V/C	0.703											

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Scenario 4 Opening Year PM
11/3/2025

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	PCH/Warner Ave	30	1409	481	511	896	19	31	70	43	301	43	642	4476

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Warner Ave/Bolsa Chica St	35	122	126	484	155	358	347	787	24	136	1034	373	3981

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
3	PCH/Seapoint St	1760	86	209	1121	60	235	3471

ID	Intersection Name	Northbound			Southbound			Eastbound		Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Thru	Right	Left	Thru	Right	
4	Seapoint St/Project Dwy	0	1	4	7	1	0	310	0	0	319	0	642

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
5	Seapoint St/Doral Dr	22	70	326	29	83	289	819

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	Seapoint St/Garfield Ave	1	342	1	2	373	2	721

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Garfield Ave/Edwards St	5	94	18	360	83	139	173	167	4	37	233	390	1703

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	PCH/North Project Dwy	1847	0	0	1181	0	0	3028

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	PCH/Center Project Dwy	1807	0	0	1908	0	0	3715

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	On-Site Project Roundabout	0	0	0	0	0	0	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
11	PCH/South Project Dwy	1807	0	0	1908	0	0	3715

ID	Intersection Name	Northbound			Southbound		Westbound		Total Volume
		U-T	Thru	Right	Left	Thru	Left	Right	
12	PCH/Goldenwest St	0	1639	284	192	1002	197	168	3482

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
13	Goldenwest St/Project Dwy	16	0	0	524	366	1	907

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Goldenwest St/Orange Ave	17	533	14	160	328	82	40	10	10	13	12	100	1319

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Goldenwest St/Palm Ave	23	680	12	151	504	108	108	61	26	28	85	164	1950

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
16	Goldenwest St/Yorktown Ave	746	224	448	562	307	577	2864

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Goldenwest St/Garfield Ave	154	1135	152	137	991	58	137	350	180	170	406	182	4052

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	Goldenwest St/Ellis Ave	116	1263	72	143	1114	76	47	199	53	67	272	216	3638

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
19	PCH/17th St	1744	54	120	1074	46	167	3205

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
20	PCH/6th St	22	1682	76	78	964	17	35	28	53	88	19	98	3160

ID	Intersection Name	Northbound			Southbound		Westbound		Total Volume
		U-T	Thru	Right	Left	Thru	Left	Right	
21	PCH/Main St	24	1774	12	12	1108	13	12	2955

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	Main St/Garfield Ave	16	451	82	25	465	157	94	527	13	89	535	54	2508

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
23	PCH/1st St	35	1496	125	186	916	13	43	50	50	127	30	174	3245

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	PCH/Beach Blvd	16	1434	614	157	942	16	48	72	37	290	31	152	3809

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
25	Beach Blvd/Atlanta Ave	101	871	110	283	449	220	195	470	49	60	539	202	3549

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	Beach Blvd/Indianapolis Ave	43	1129	82	144	903	72	73	132	29	57	145	151	2960

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
27	Beach Blvd/Adams Ave	130	1049	210	314	1074	174	145	556	68	171	995	350	5236

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
28	Beach Blvd/Yorktown Ave	192	1505	241	113	1337	161	135	441	151	100	404	88	4868

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Scenario 5 Opening Year With Project AM
11/3/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	PCH/Warner Ave	Signalized	ICU 1	SB Thru	0.786	-	C
2	Warner Ave/Bolsa Chica St	Signalized	ICU 1	EB Left	0.469	-	A
3	PCH/Seapoint St	Signalized	ICU 1	SB Thru	0.693	-	B
4	Seapoint St/Project Dwy	Two-way stop	HCM 7th Edition	NB Thru	0.003	15.5	C
5	Seapoint St/Doral Dr	Signalized	ICU 1	WB Thru	0.244	-	A
6	Seapoint St/Garfield Ave	All-way stop	HCM 7th Edition	WB Left	0.374	11.0	B
7	Garfield Ave/Edwards St	Signalized	ICU 1	SB Left	0.648	-	B
8	PCH/North Project Dwy	Signalized	ICU 1	SB Thru	0.696	-	B
9	PCH/Center Project Dwy	Signalized	ICU 1	NB Thru	0.452	-	A
10	On-Site Project Roundabout	Roundabout	HCM 7th Edition	EB Right		3.1	A
11	PCH/South Project Dwy	Signalized	ICU 1	SB Thru	0.449	-	A
12	PCH/Goldenwest St	Signalized	ICU 1	SB Thru	0.737	-	C
13	Goldenwest St/Project Dwy	Two-way stop	HCM 7th Edition	SB Left	0.034	16.6	C
14	Goldenwest St/Orange Ave	Signalized	ICU 1	SB Thru	0.339	-	A
15	Goldenwest St/Palm Ave	Signalized	ICU 1	WB Right	0.575	-	A
16	Goldenwest St/Yorktown Ave	Signalized	ICU 1	WB Right	0.724	-	C
17	Goldenwest St/Garfield Ave	Signalized	ICU 1	SB Thru	0.542	-	A
18	Goldenwest St/Ellis Ave	Signalized	ICU 1	SB Thru	0.560	-	A
19	PCH/17th St	Signalized	ICU 1	SB Thru	0.764	-	C
20	PCH/6th St	Signalized	ICU 1	SB Right	0.504	-	A
21	PCH/Main St	Signalized	ICU 1	SB Thru	0.440	-	A
22	Main St/Garfield Ave	Signalized	ICU 1	EB Thru	0.388	-	A
23	PCH/1st St	Signalized	ICU 1	SB Thru	0.482	-	A
24	PCH/Beach Blvd	Signalized	ICU 1	WB Left	0.396	-	A
25	Beach Blvd/Atlanta Ave	Signalized	ICU 1	SB Left	0.419	-	A
26	Beach Blvd/Indianapolis Ave	Signalized	ICU 1	SB Thru	0.541	-	A
27	Beach Blvd/Adams Ave	Signalized	ICU 1	SB Thru	0.587	-	A
28	Beach Blvd/Yorktown Ave	Signalized	ICU 1	SB Right	0.751	-	C

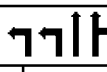
V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: PCH/Warner Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.786

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	0	1	0	0	2	0	1
Entry Pocket Length [ft]	300.00	100.00	117.00	325.00	100.00	100.00	85.00	100.00	100.00	150.00	100.00	200.00
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]	60.00			60.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	16	655	276	326	1171	13	25	58	126	411	161	388
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	67	0	20	0	0	0	0	30	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
Total Hourly Volume [veh/h]	19	818	398	391	1425	16	30	70	118	523	193	466
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	215	105	103	375	4	8	18	31	138	51	123
Total Analysis Volume [veh/h]	20	861	419	412	1500	17	32	74	124	551	203	491
Pedestrian Volume [ped/h]	8			20			18			12		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

Control Type	Permiss	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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.25	0.25	0.12	0.45	0.45	0.02	0.12	0.12	0.16	0.12	0.00
Intersection LOS	C											
Intersection V/C	0.786											

Intersection Level Of Service Report
Intersection 2: Warner Ave/Bolsa Chica St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.469

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	180.00	100.00	100.00	290.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	35	111	136	441	63	322	246	691	13	57	618	262
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	0	0	8	19	24	11	0	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
Total Hourly Volume [veh/h]	47	133	63	529	76	394	314	853	27	68	753	212
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	35	17	139	20	104	83	224	7	18	198	56
Total Analysis Volume [veh/h]	49	140	66	557	80	415	331	898	28	72	793	223
Pedestrian Volume [ped/h]	8			8			8			3		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.06	0.06	0.16	0.05	0.12	0.19	0.00	0.00	0.04	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.469											

Intersection Level Of Service Report
Intersection 3: PCH/Seapoint St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	460.00	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]	60.00		60.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	820	46	141	1496	93	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	92	11	3	47	5	7
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]	1076	56	172	1842	117	158
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]	283	15	45	485	31	42
Total Analysis Volume [veh/h]	1133	59	181	1939	123	166
Pedestrian Volume [ped/h]	25		0		35	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.35	0.35	0.11	0.57	0.07	0.00
Intersection LOS	B					
Intersection V/C	0.693					

Intersection Level Of Service Report
Intersection 4: Seapoint St/Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	1	1	1	2	0	0	202	0	0	300	2
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.0000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	7	0	0	0	0	11	3	3	5	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
Total Hourly Volume [veh/h]	7	1	8	1	2	0	0	253	3	3	365	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	0	1	0	0	67	1	1	96	1
Total Analysis Volume [veh/h]	7	1	8	1	2	0	0	266	3	3	384	2
Pedestrian Volume [ped/h]	37			1			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.53	15.51	9.62	13.49	15.40	9.50	0.00	0.00	0.00	7.99	0.00	0.00
Movement LOS	B	C	A	B	C	A		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.09	0.02	0.02	0.02	0.00	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.23	2.23	2.23	0.61	0.61	0.61	0.00	0.00	0.00	0.19	0.00	0.00
d_A, Approach Delay [s/veh]	11.70			14.76			0.00			0.06		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.38											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: Seapoint St/Doral Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.244

Intersection Setup

Name						
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	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	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		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	16	76	175	28	60	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	18	0	0	8
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]	19	91	228	34	72	352
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	24	60	9	19	93
Total Analysis Volume [veh/h]	20	96	240	36	76	371
Pedestrian Volume [ped/h]	23		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.08	0.08	0.04	0.11
Intersection LOS	A					
Intersection V/C	0.244					

Intersection Level Of Service Report
Intersection 6: Seapoint St/Garfield Ave

Control Type:	All-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):	0.374

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	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	0
Entry Pocket Length [ft]	150.00	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]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	266	2	0	349	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	0	0	8	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	337	2	0	427	1
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	89	1	0	112	0
Total Analysis Volume [veh/h]	0	355	2	0	449	1
Pedestrian Volume [ped/h]	2		4		12	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	620	705	705	525	601	602
Degree of Utilization, x	0.00	0.25	0.25	0.00	0.37	0.37

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.99	0.99	0.01	1.73	1.73
95th-Percentile Queue Length [ft]	0.00	24.85	24.85	0.29	43.26	43.20
Approach Delay [s/veh]	9.51			9.88	12.22	
Approach LOS	A			A	B	
Intersection Delay [s/veh]	11.02					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Garfield Ave/Edwards St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	200.00	100.00	100.00	250.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	76	59	461	123	167	105	163	1	59	179	239
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
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	8	18	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
Total Hourly Volume [veh/h]	6	91	71	553	148	147	144	196	0	71	215	187
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	24	19	146	39	39	38	52	0	19	57	49
Total Analysis Volume [veh/h]	6	96	75	582	156	155	152	206	0	75	226	197
Pedestrian Volume [ped/h]	9			3			25			7		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.05	0.34	0.09	0.09	0.09	0.04	0.00	0.04	0.07	0.12
Intersection LOS	B											
Intersection V/C	0.648											

Intersection Level Of Service Report
Intersection 8: PCH/North Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	866	0	0	1589	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	72	32	14	38	71	31
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]	1111	32	14	1945	71	31
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]	292	8	4	512	19	8
Total Analysis Volume [veh/h]	1169	34	15	2047	75	33
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.02	0.01	0.60	0.04	0.02
Intersection LOS	B					
Intersection V/C	0.696					

Intersection Level Of Service Report
Intersection 9: PCH/Center Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.452

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	857	0	0	812	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	68	39	16	93	85	36
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]	1096	29	16	1067	85	27
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]	288	8	4	281	22	7
Total Analysis Volume [veh/h]	1154	31	17	1123	89	28
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	6	6	5	2	7	0
Auxiliary Signal Groups		6,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.00	0.01	0.33	0.05	0.02
Intersection LOS	A					
Intersection V/C	0.452					

Intersection Level Of Service Report
Intersection 10: On-Site Project Roundabout

Control Type:	Roundabout	Delay (sec / veh):	3.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

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

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	10	13	0	21	0	0	0	71	29	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
Total Hourly Volume [veh/h]	32	10	13	0	21	0	0	0	71	29	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	3	3	0	6	0	0	0	19	8	0	0
Total Analysis Volume [veh/h]	34	11	14	0	22	0	0	0	75	31	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	0			66			54			46		
Exiting Flow Rate [veh/h]	131			11			35			14		
Demand Flow Rate [veh/h]	32	10	13	0	21	0	0	0	71	29	0	0
Adjusted Demand Flow Rate [veh/h]	34	11	14	0	22	0	0	0	75	31	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	61	23	77	32
Capacity of Entry and Bypass Lanes [veh/h]	1380	1290	1306	1317
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1353	1265	1281	1292
X, volume / capacity	0.04	0.02	0.06	0.02

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.14	0.05	0.19	0.07
95th-Percentile Queue Length [ft]	3.42	1.33	4.66	1.84
Approach Delay [s/veh]	3.00	2.98	3.28	2.98
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	3.11			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 11: PCH/South Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	857	0	0	812	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	78	34	13	165	75	29
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]	1106	34	13	1139	75	29
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]	291	9	3	300	20	8
Total Analysis Volume [veh/h]	1164	36	14	1199	79	31
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.02	0.01	0.35	0.05	0.02
Intersection LOS	A					
Intersection V/C	0.449					

Intersection Level Of Service Report
Intersection 12: PCH/Goldenwest St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name							
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	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	0
Entry Pocket Length [ft]	100.00	100.00	140.00	320.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	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
Speed [mph]	60.00			60.00		35.00	
Grade [%]	0.00			0.00		0.00	
Crosswalk	No			Yes		Yes	

Volumes

Name							
Base Volume Input [veh/h]	1	695	116	198	1384	350	162
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	57	14	118	121	14	54
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	891	153	356	1782	434	151
Peak Hour Factor	1.0000	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	1.0000
Total 15-Minute Volume [veh/h]	0	234	40	94	469	114	40
Total Analysis Volume [veh/h]	1	938	161	375	1876	457	159
Pedestrian Volume [ped/h]	0			45		25	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	0	6	0	5	2	7	0
Auxiliary Signal Groups							
Lead / Lag	-	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.28	0.09	0.22	0.55	0.13	0.09
Intersection LOS	C						
Intersection V/C	0.737						

Intersection Level Of Service Report
Intersection 13: Goldenwest St/Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	150.00	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	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	2	3	4	330	508	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	6	3	129	62	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]	10	10	8	525	672	5
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]	3	3	2	138	177	1
Total Analysis Volume [veh/h]	11	11	8	553	707	5
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	0.02	0.01	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	16.57	12.09	11.80	0.00	0.00	0.00
Movement LOS	C	B	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.26	4.26	1.13	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.33		0.17		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 14: Goldenwest St/Orange Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.339

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	235.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	7	344	6	134	454	31	47	28	22	12	12	72
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	137	0	1	66	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
Total Hourly Volume [veh/h]	8	550	7	162	611	34	56	34	12	14	14	34
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	145	2	43	161	9	15	9	3	4	4	9
Total Analysis Volume [veh/h]	8	579	7	171	643	36	59	36	13	15	15	36
Pedestrian Volume [ped/h]	4			2			0			11		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.11	0.10	0.13	0.13	0.03	0.06	0.06	0.01	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.339											

Intersection Level Of Service Report
Intersection 15: Goldenwest St/Palm Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	100.00	240.00	100.00	100.00	240.00	100.00	100.00	100.00	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	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	28	423	16	213	565	65	79	100	28	18	68	276
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	137	0	0	67	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
Total Hourly Volume [veh/h]	34	645	16	256	745	61	95	120	21	22	82	196
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	170	4	67	196	16	25	32	6	6	22	52
Total Analysis Volume [veh/h]	36	679	17	269	784	64	100	126	22	23	86	206
Pedestrian Volume [ped/h]	0			11			24			7		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

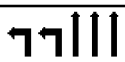
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.14	0.14	0.16	0.17	0.17	0.06	0.07	0.01	0.01	0.17	0.17
Intersection LOS	A											
Intersection V/C	0.575											

Intersection Level Of Service Report
Intersection 16: Goldenwest St/Yorktown Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	2	0	1	0
Entry Pocket Length [ft]	100.00	100.00	180.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	582	285	485	676	204	338
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	67	70	0	35	32	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]	765	412	582	846	277	406
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]	201	108	153	223	73	107
Total Analysis Volume [veh/h]	805	434	613	891	292	427
Pedestrian Volume [ped/h]	11		0		10	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

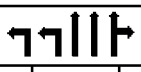
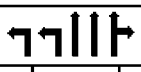
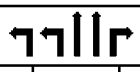
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.24	0.18	0.17	0.09	0.25
Intersection LOS	C					
Intersection V/C	0.724					

Intersection Level Of Service Report
Intersection 17: Goldenwest St/Garfield Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	0	2	0	0	2	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	240.00	100.00	100.00	260.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	116	722	152	216	981	69	75	428	257	112	247	128
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	44	23	1	24	0	0	0	0	11	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	910	205	260	1201	60	90	514	147	145	296	158
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	239	54	68	316	16	24	135	39	38	78	42
Total Analysis Volume [veh/h]	146	958	216	274	1264	63	95	541	155	153	312	166
Pedestrian Volume [ped/h]	4			10			11			3		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.23	0.23	0.08	0.26	0.26	0.03	0.14	0.14	0.05	0.09	0.10
Intersection LOS	A											
Intersection V/C	0.542											

Intersection Level Of Service Report
Intersection 18: Goldenwest St/Ellis Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.560

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	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]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	76	750	50	112	1150	37	52	269	102	53	132	102
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	48	0	0	25	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
Total Hourly Volume [veh/h]	91	948	41	134	1405	37	62	323	52	64	158	43
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	249	11	35	370	10	16	85	14	17	42	11
Total Analysis Volume [veh/h]	96	998	43	141	1479	39	65	340	55	67	166	45
Pedestrian Volume [ped/h]	4			4			7			5		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.20	0.20	0.08	0.30	0.30	0.04	0.12	0.12	0.04	0.10	0.03
Intersection LOS	A											
Intersection V/C	0.560											

Intersection Level Of Service Report
Intersection 19: PCH/17th St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.764

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	350.00	100.00	155.00	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]	60.00		60.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	676	36	140	1594	62	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	67	0	0	135	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]	878	20	168	2048	74	128
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]	231	5	44	539	19	34
Total Analysis Volume [veh/h]	924	21	177	2156	78	135
Pedestrian Volume [ped/h]	39		35		9	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	4	0	3	8	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.28	0.10	0.63	0.05	0.08
Intersection LOS	C					
Intersection V/C	0.764					

Intersection Level Of Service Report
Intersection 20: PCH/6th St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	350.00	100.00	100.00	325.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	16	590	43	56	1489	18	13	13	15	18	16	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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	67	0	0	135	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
Total Hourly Volume [veh/h]	19	775	49	67	1922	21	16	16	12	22	19	20
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	204	13	18	506	6	4	4	3	6	5	5
Total Analysis Volume [veh/h]	20	816	52	71	2023	22	17	17	13	23	20	21
Pedestrian Volume [ped/h]	28			26			36			32		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.17	0.17	0.04	0.40	0.40	0.01	0.03	0.03	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.504											

Intersection Level Of Service Report
Intersection 21: PCH/Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

Intersection Setup

Name							
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	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
Entry Pocket Length [ft]	260.00	100.00	125.00	150.00	100.00	100.00	85.00
No. of Lanes in Exit Pocket	0	0	1	0	1	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	49.21	0.00	100.00
Speed [mph]	40.00			40.00		35.00	
Grade [%]	0.00			0.00		0.00	
Crosswalk	Yes			Yes		Yes	

Volumes

Name							
Base Volume Input [veh/h]	2	619	31	24	1496	30	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	44	9	45	90	7	23
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	787	46	74	1885	43	55
Peak Hour Factor	0.9500	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	1.0000
Total 15-Minute Volume [veh/h]	1	207	12	19	496	11	14
Total Analysis Volume [veh/h]	2	828	48	78	1984	45	58
Pedestrian Volume [ped/h]	111			106		19	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.03	0.05	0.39	0.00	0.00
Intersection LOS	A						
Intersection V/C	0.440						

Intersection Level Of Service Report
Intersection 22: Main St/Garfield Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.388

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	2	0	0	1	0	1
Entry Pocket Length [ft]	240.00	100.00	100.00	250.00	100.00	100.00	215.00	100.00	100.00	255.00	100.00	25.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	15	332	69	41	379	72	115	611	7	47	308	22
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	78	0	0	66	1	2	21	0	0	10	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
Total Hourly Volume [veh/h]	18	476	83	49	521	87	140	754	8	56	380	15
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	125	22	13	137	23	37	198	2	15	100	4
Total Analysis Volume [veh/h]	19	501	87	52	548	92	147	794	8	59	400	16
Pedestrian Volume [ped/h]	11			10			38			4		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

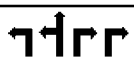
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.12	0.03	0.13	0.13	0.04	0.16	0.16	0.03	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.388											

Intersection Level Of Service Report
Intersection 23: PCH/1st St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	330.00	100.00	100.00	270.00	100.00	100.00	25.00	100.00	100.00	85.00	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]	40.00			40.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	17	530	25	88	1403	5	20	20	10	75	27	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	39	8	26	71	0	0	0	0	6	0	14
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
Total Hourly Volume [veh/h]	20	675	38	132	1755	5	24	24	6	96	32	134
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	178	10	35	462	1	6	6	2	25	8	35
Total Analysis Volume [veh/h]	21	711	40	139	1847	5	25	25	6	101	34	141
Pedestrian Volume [ped/h]	0			42			25			66		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

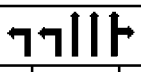
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.15	0.15	0.08	0.36	0.36	0.01	0.01	0.00	0.03	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.482											

Intersection Level Of Service Report
Intersection 24: PCH/Beach Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.396

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	300.00	100.00	100.00	305.00	100.00	100.00	50.00	100.00	50.00	480.00	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]	55.00			55.00			30.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	12	605	235	64	1367	9	5	21	23	480	49	88
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	30	5	36	41	0	0	0	0	15	0	17
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
Total Hourly Volume [veh/h]	14	756	182	113	1681	9	6	25	24	591	59	73
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	199	48	30	442	2	2	7	6	156	16	19
Total Analysis Volume [veh/h]	15	796	192	119	1769	9	6	26	25	622	62	77
Pedestrian Volume [ped/h]	12			11			58			18		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.11	0.04	0.00	0.00	0.00	0.01	0.01	0.18	0.04	0.05
Intersection LOS	A											
Intersection V/C	0.396											

Intersection Level Of Service Report
Intersection 25: Beach Blvd/Atlanta Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.419

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	380.00	100.00	100.00	270.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	36	339	80	259	592	128	84	385	49	51	280	167
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	41	0	0	32	16	12	38	0	0	34	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
Total Hourly Volume [veh/h]	43	448	50	311	742	170	113	500	59	61	370	117
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	118	13	82	195	45	30	132	16	16	97	31
Total Analysis Volume [veh/h]	45	472	53	327	781	179	119	526	62	64	389	123
Pedestrian Volume [ped/h]	15			23			7			11		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.10	0.10	0.19	0.19	0.19	0.07	0.00	0.04	0.04	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.419											

Intersection Level Of Service Report
Intersection 26: Beach Blvd/Indianapolis Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	215.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	16	562	41	183	887	51	93	221	33	29	112	215
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	29	24	0	32	0	0	0	0	16	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
Total Hourly Volume [veh/h]	19	703	64	220	1096	48	112	265	22	51	134	170
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	185	17	58	288	13	29	70	6	13	35	45
Total Analysis Volume [veh/h]	20	740	67	232	1154	51	118	279	23	54	141	179
Pedestrian Volume [ped/h]	16			17			12			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.16	0.16	0.14	0.24	0.24	0.07	0.16	0.01	0.03	0.08	0.11
Intersection LOS	A											
Intersection V/C	0.541											

Intersection Level Of Service Report
Intersection 27: Beach Blvd/Adams Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	250.00	100.00	100.00	250.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	94	672	154	328	957	131	150	745	82	77	463	218
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	6	0	24	0	0	32	0	8	26	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
Total Hourly Volume [veh/h]	113	829	117	394	1172	157	180	926	98	100	582	132
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	218	31	104	308	41	47	244	26	26	153	35
Total Analysis Volume [veh/h]	119	873	123	415	1234	165	189	975	103	105	613	139
Pedestrian Volume [ped/h]	14			13			5			9		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.20	0.12	0.27	0.27	0.11	0.00	0.00	0.06	0.00	0.08
Intersection LOS	A											
Intersection V/C	0.587											

Intersection Level Of Service Report
Intersection 28: Beach Blvd/Yorktown Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	145.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	80	906	83	59	1379	93	152	384	202	103	328	87
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	0	0	24	8	6	36	0	0	27	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
Total Hourly Volume [veh/h]	96	1110	77	71	1679	120	188	497	242	124	421	77
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	292	20	19	442	32	49	131	64	33	111	20
Total Analysis Volume [veh/h]	101	1168	81	75	1767	126	198	523	255	131	443	81
Pedestrian Volume [ped/h]	7			12			6			13		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.24	0.24	0.04	0.37	0.37	0.12	0.15	0.15	0.08	0.15	0.15
Intersection LOS	C											
Intersection V/C	0.751											

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Scenario 5 Opening Year With Project AM
11/3/2025

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	PCH/Warner Ave	19	818	398	391	1425	16	30	70	151	523	193	466	4500

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Warner Ave/Bolsa Chica St	47	133	163	529	76	394	314	853	27	68	753	314	3671

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
3	PCH/Seapoint St	1076	66	172	1842	117	242	3515

ID	Intersection Name	Northbound			Southbound			Eastbound		Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Thru	Right	Left	Thru	Right	
4	Seapoint St/Project Dwy	7	1	8	1	2	0	253	3	3	365	2	645

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
5	Seapoint St/Doral Dr	19	91	228	34	72	352	796

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	Seapoint St/Garfield Ave	0	337	2	0	427	1	767

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Garfield Ave/Edwards St	6	91	71	553	148	208	144	196	1	71	215	287	1991

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	PCH/North Project Dwy	1111	32	14	1945	71	31	3204

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	PCH/Center Project Dwy	1096	39	16	1067	85	36	2339

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	On-Site Project Roundabout	32	10	13	0	21	0	0	0	71	29	0	0	176

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
11	PCH/South Project Dwy	1106	34	13	1139	75	29	2396

ID	Intersection Name	Northbound			Southbound		Westbound		Total Volume
		U-T	Thru	Right	Left	Thru	Left	Right	
12	PCH/Goldenwest St	1	891	153	356	1782	434	248	3865

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
13	Goldenwest St/Project Dwy	10	10	8	525	672	5	1230

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Goldenwest St/Orange Ave	8	550	7	162	611	37	56	34	26	14	14	86	1605

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Goldenwest St/Palm Ave	34	645	19	256	745	78	95	120	34	22	82	331	2461

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
16	Goldenwest St/Yorktown Ave	765	412	582	846	277	406	3288

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Goldenwest St/Garfield Ave	139	910	205	260	1201	83	90	514	308	145	296	158	4309

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	Goldenwest St/Ellis Ave	91	948	60	134	1405	44	62	323	122	64	158	122	3533

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
19	PCH/17th St	878	43	168	2048	74	128	3339

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
20	PCH/6th St	19	775	52	67	1922	22	16	16	18	22	19	38	2986

ID	Intersection Name	Northbound			Southbound		Westbound		Total Volume
		U-T	Thru	Right	Left	Thru	Left	Right	
21	PCH/Main St	2	787	46	74	1885	43	55	2892

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	Main St/Garfield Ave	18	476	83	49	521	87	140	754	8	56	380	26	2598

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
23	PCH/1st St	20	675	38	132	1755	6	24	24	12	96	32	134	2948

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	PCH/Beach Blvd	14	756	287	113	1681	11	6	25	28	591	59	123	3694

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
25	Beach Blvd/Atlanta Ave	43	448	96	311	742	170	113	500	59	61	370	200	3113

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	Beach Blvd/Indianapolis Ave	19	703	73	220	1096	61	112	265	40	51	134	258	3032

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
27	Beach Blvd/Adams Ave	113	829	191	394	1172	157	180	926	98	100	582	262	5004

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
28	Beach Blvd/Yorktown Ave	96	1110	100	71	1679	120	188	497	242	124	421	104	4752

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Scenario 6 Opening Year With Project PM
11/3/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	PCH/Warner Ave	Signalized	ICU 1	NB Thru	0.828	-	D
2	Warner Ave/Bolsa Chica St	Signalized	ICU 1	EB Left	0.474	-	A
3	PCH/Seapoint St	Signalized	ICU 1	NB Thru	0.817	-	D
4	Seapoint St/Project Dwy	Two-way stop	HCM 7th Edition	SB Thru	0.003	15.6	C
5	Seapoint St/Doral Dr	Signalized	ICU 1	EB Thru	0.273	-	A
6	Seapoint St/Garfield Ave	All-way stop	HCM 7th Edition	WB Left	0.347	10.7	B
7	Garfield Ave/Edwards St	Signalized	ICU 1	SB Left	0.582	-	A
8	PCH/North Project Dwy	Signalized	ICU 1	NB Thru	0.692	-	B
9	PCH/Center Project Dwy	Signalized	ICU 1	SB Thru	0.708	-	C
10	On-Site Project Roundabout	Roundabout	HCM 7th Edition	NB Left		3.3	A
11	PCH/South Project Dwy	Signalized	ICU 1	SB Thru	0.717	-	C
12	PCH/Goldenwest St	Signalized	ICU 1	NB Thru	0.832	-	D
13	Goldenwest St/Project Dwy	Two-way stop	HCM 7th Edition	SB Left	0.059	14.9	B
14	Goldenwest St/Orange Ave	Signalized	ICU 1	NB Thru	0.342	-	A
15	Goldenwest St/Palm Ave	Signalized	ICU 1	NB Thru	0.471	-	A
16	Goldenwest St/Yorktown Ave	Signalized	ICU 1	WB Right	0.766	-	C
17	Goldenwest St/Garfield Ave	Signalized	ICU 1	NB Thru	0.535	-	A
18	Goldenwest St/Ellis Ave	Signalized	ICU 1	NB Thru	0.615	-	B
19	PCH/17th St	Signalized	ICU 1	NB Thru	0.817	-	D
20	PCH/6th St	Signalized	ICU 1	NB Right	0.602	-	B
21	PCH/Main St	Signalized	ICU 1	NB Thru	0.459	-	A
22	Main St/Garfield Ave	Signalized	ICU 1	SB Thru	0.370	-	A
23	PCH/1st St	Signalized	ICU 1	SB Left	0.265	-	A
24	PCH/Beach Blvd	Signalized	ICU 1	NB Right	0.526	-	A
25	Beach Blvd/Atlanta Ave	Signalized	ICU 1	NB Thru	0.546	-	A
26	Beach Blvd/Indianapolis Ave	Signalized	ICU 1	NB Thru	0.528	-	A
27	Beach Blvd/Adams Ave	Signalized	ICU 1	SB Right	0.632	-	B
28	Beach Blvd/Yorktown Ave	Signalized	ICU 1	NB Thru	0.713	-	C

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: PCH/Warner Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.828

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	2	0	0	1	0	0	2	0	1
Entry Pocket Length [ft]	300.00	100.00	117.00	325.00	100.00	100.00	85.00	100.00	100.00	150.00	100.00	200.00
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]	60.00			60.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	25	1164	401	426	737	16	26	58	36	251	36	535
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	31	52	0	39	0	0	0	0	72	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
Total Hourly Volume [veh/h]	30	1428	533	511	923	18	31	70	29	373	43	642
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	376	140	134	243	5	8	18	8	98	11	169
Total Analysis Volume [veh/h]	32	1503	561	538	972	19	33	74	31	393	45	676
Pedestrian Volume [ped/h]	1			5			2			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

Control Type	Permiss	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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.44	0.33	0.16	0.29	0.29	0.02	0.06	0.06	0.12	0.03	0.00
Intersection LOS	D											
Intersection V/C	0.828											

Intersection Level Of Service Report
Intersection 2: Warner Ave/Bolsa Chica St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.474

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	180.00	100.00	100.00	290.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	102	105	403	129	298	289	656	20	113	862	311
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	0	0	0	0	20	14	18	8	0	26	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
Total Hourly Volume [veh/h]	46	122	44	484	155	378	361	805	32	136	1060	241
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	32	12	127	41	99	95	212	8	36	279	63
Total Analysis Volume [veh/h]	48	128	46	509	163	398	380	847	34	143	1116	254
Pedestrian Volume [ped/h]	5			9			3			5		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.05	0.05	0.15	0.10	0.12	0.22	0.00	0.00	0.08	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.474											

Intersection Level Of Service Report
Intersection 3: PCH/Seapoint St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.817

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	460.00	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]	60.00		60.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1457	72	174	924	50	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	78	8	8	104	11	6
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]	1826	76	217	1213	71	194
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]	481	20	57	319	19	51
Total Analysis Volume [veh/h]	1922	80	228	1277	75	204
Pedestrian Volume [ped/h]	1		0		1	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.59	0.59	0.13	0.38	0.04	0.00
Intersection LOS	D					
Intersection V/C	0.817					

Intersection Level Of Service Report
Intersection 4: Seapoint St/Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	1	3	6	1	0	0	258	0	0	266	0
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.0000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	6	0	0	0	0	8	8	8	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
Total Hourly Volume [veh/h]	6	1	10	7	1	0	0	318	8	8	330	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	3	2	0	0	0	84	2	2	87	0
Total Analysis Volume [veh/h]	6	1	11	7	1	0	0	335	8	8	347	0
Pedestrian Volume [ped/h]	11			2			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.84	15.54	9.58	13.77	15.58	9.48	0.00	0.00	0.00	8.05	0.00	0.00
Movement LOS	B	C	A	B	C	A		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.09	0.06	0.06	0.06	0.00	0.00	0.00	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.37	2.37	2.37	1.50	1.50	1.50	0.00	0.00	0.00	0.51	0.00	0.00
d_A, Approach Delay [s/veh]	11.33			13.99			0.00			0.18		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.53											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: Seapoint St/Doral Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.273

Intersection Setup

Name						
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	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	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		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	18	58	272	24	69	241
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	14	0	0	19
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]	22	70	340	29	83	308
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]	6	18	89	8	22	81
Total Analysis Volume [veh/h]	23	74	358	31	87	324
Pedestrian Volume [ped/h]	2		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.11	0.11	0.05	0.10
Intersection LOS	A					
Intersection V/C	0.273					

Intersection Level Of Service Report
Intersection 6: Seapoint St/Garfield Ave

Control Type:	All-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.347

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	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	0
Entry Pocket Length [ft]	150.00	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]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1	285	1	2	311	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	0	0	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]	1	356	1	2	392	2
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	94	0	1	103	1
Total Analysis Volume [veh/h]	1	375	1	2	413	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	629	716	716	537	599	600
Degree of Utilization, x	0.00	0.26	0.26	0.01	0.35	0.35

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	1.05	1.05	0.02	1.54	1.54
95th-Percentile Queue Length [ft]	0.12	26.16	26.16	0.42	38.58	38.47
Approach Delay [s/veh]	9.49			9.75	11.86	
Approach LOS	A			A	B	
Intersection Delay [s/veh]	10.73					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Garfield Ave/Edwards St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	200.00	100.00	100.00	250.00	100.00	100.00	240.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	4	78	15	300	69	116	144	139	3	31	194	325
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
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	19	14	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
Total Hourly Volume [veh/h]	5	94	18	360	83	99	187	167	4	37	233	256
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	25	5	95	22	26	49	44	1	10	61	67
Total Analysis Volume [veh/h]	5	99	19	379	87	104	197	176	4	39	245	269
Pedestrian Volume [ped/h]	0			0			1			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.03	0.22	0.06	0.06	0.12	0.04	0.04	0.02	0.07	0.16
Intersection LOS	A											
Intersection V/C	0.582											

Intersection Level Of Service Report
Intersection 8: PCH/North Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1529	0	0	974	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	62	76	33	82	55	24
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]	1897	76	33	1251	55	24
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]	499	20	9	329	14	6
Total Analysis Volume [veh/h]	1997	80	35	1317	58	25
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.59	0.05	0.02	0.39	0.03	0.01
Intersection LOS	B					
Intersection V/C	0.692					

Intersection Level Of Service Report
Intersection 9: PCH/Center Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.708

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1496	0	0	1580	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	111	91	38	98	66	27
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]	1906	68	38	1994	66	20
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]	502	18	10	525	17	5
Total Analysis Volume [veh/h]	2006	72	40	2099	69	21
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	6	6	5	2	7	0
Auxiliary Signal Groups		6,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.59	0.00	0.02	0.62	0.04	0.01
Intersection LOS	C					
Intersection V/C	0.708					

Intersection Level Of Service Report
Intersection 10: On-Site Project Roundabout

Control Type:	Roundabout	Delay (sec / veh):	3.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

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

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	76	23	30	0	16	0	0	0	55	22	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
Total Hourly Volume [veh/h]	76	23	30	0	16	0	0	0	55	22	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	6	8	0	4	0	0	0	14	6	0	0
Total Analysis Volume [veh/h]	80	24	32	0	17	0	0	0	58	23	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	0			105			41			106		
Exiting Flow Rate [veh/h]	100			24			82			33		
Demand Flow Rate [veh/h]	76	23	30	0	16	0	0	0	55	22	0	0
Adjusted Demand Flow Rate [veh/h]	80	24	32	0	17	0	0	0	58	23	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	139	18	60	24
Capacity of Entry and Bypass Lanes [veh/h]	1380	1240	1324	1239
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1353	1216	1298	1215
X, volume / capacity	0.10	0.01	0.04	0.02

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.33	0.04	0.14	0.06
95th-Percentile Queue Length [ft]	8.36	1.06	3.51	1.45
Approach Delay [s/veh]	3.46	3.07	3.13	3.12
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	3.32			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 11: PCH/South Project Dwy

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.717

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1496	0	0	1580	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	180	80	31	133	58	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]	1975	80	31	2029	58	23
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]	520	21	8	534	15	6
Total Analysis Volume [veh/h]	2079	84	33	2136	61	24
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.61	0.05	0.02	0.63	0.04	0.01
Intersection LOS	C					
Intersection V/C	0.717					

Intersection Level Of Service Report
Intersection 12: PCH/Goldenwest St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.832

Intersection Setup

Name							
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	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	0
Entry Pocket Length [ft]	100.00	100.00	140.00	320.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	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
Speed [mph]	60.00			60.00		35.00	
Grade [%]	0.00			0.00		0.00	
Crosswalk	No			Yes		Yes	

Volumes

Name							
Base Volume Input [veh/h]	0	1356	224	160	825	155	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	131	21	91	100	15	128
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1758	290	283	1090	201	254
Peak Hour Factor	1.0000	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	1.0000
Total 15-Minute Volume [veh/h]	0	463	76	74	287	53	67
Total Analysis Volume [veh/h]	0	1851	305	298	1147	212	267
Pedestrian Volume [ped/h]	0			12		1	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Split	Overlap
Signal Group	0	6	0	5	2	7	5
Auxiliary Signal Groups							5,7
Lead / Lag	-	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.54	0.18	0.18	0.34	0.06	0.00
Intersection LOS	D						
Intersection V/C	0.832						

Intersection Level Of Service Report
Intersection 13: Goldenwest St/Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	150.00	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	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	13	0	0	424	296	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	4	6	106	139	9
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]	22	4	6	615	494	10
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]	6	1	2	162	130	3
Total Analysis Volume [veh/h]	23	4	6	647	520	11
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	0.06	0.01	0.01	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	14.88	11.38	10.55	0.00	0.00	0.00
Movement LOS	B	B	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.24	5.24	0.69	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.36		0.10		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Goldenwest St/Orange Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.342

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	235.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	14	432	12	131	264	68	33	8	8	11	10	83
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	112	0	3	148	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
Total Hourly Volume [veh/h]	17	630	14	160	465	79	40	10	3	13	12	32
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	166	4	42	122	21	11	3	1	3	3	8
Total Analysis Volume [veh/h]	18	663	15	168	489	83	42	11	3	14	13	34
Pedestrian Volume [ped/h]	1			1			0			3		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.13	0.13	0.10	0.11	0.11	0.02	0.03	0.03	0.01	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.342											

Intersection Level Of Service Report
Intersection 15: Goldenwest St/Palm Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	100.00	240.00	100.00	100.00	240.00	100.00	100.00	100.00	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	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	19	554	10	126	408	90	90	51	22	23	71	137
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	112	0	0	151	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
Total Hourly Volume [veh/h]	23	777	7	151	641	92	108	61	10	28	85	75
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	204	2	40	169	24	28	16	3	7	22	20
Total Analysis Volume [veh/h]	24	818	7	159	675	97	114	64	11	29	89	79
Pedestrian Volume [ped/h]	0			6			2			3		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

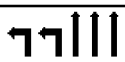
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.16	0.16	0.09	0.15	0.15	0.07	0.04	0.01	0.02	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.471											

Intersection Level Of Service Report
Intersection 16: Goldenwest St/Yorktown Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.766

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	2	0	1	0
Entry Pocket Length [ft]	100.00	100.00	180.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	609	187	373	457	256	481
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	58	54	0	75	76	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]	789	278	448	623	383	577
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]	208	73	118	164	101	152
Total Analysis Volume [veh/h]	831	293	472	656	403	607
Pedestrian Volume [ped/h]	0		0		3	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

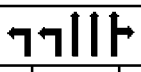
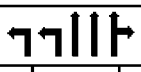
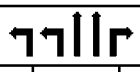
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.22	0.14	0.13	0.12	0.36
Intersection LOS	C					
Intersection V/C	0.766					

Intersection Level Of Service Report
Intersection 17: Goldenwest St/Garfield Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.535

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	0	2	0	0	2	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	240.00	100.00	100.00	260.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	128	935	125	111	817	48	114	292	150	139	338	150
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	40	18	4	49	0	0	0	0	26	0	2
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
Total Hourly Volume [veh/h]	154	1162	168	137	1029	45	137	350	94	193	406	182
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	306	44	36	271	12	36	92	25	51	107	48
Total Analysis Volume [veh/h]	162	1223	177	144	1083	47	144	368	99	203	427	192
Pedestrian Volume [ped/h]	7			2			2			9		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.27	0.27	0.04	0.22	0.22	0.04	0.09	0.09	0.06	0.13	0.11
Intersection LOS	A											
Intersection V/C	0.535											

Intersection Level Of Service Report
Intersection 18: Goldenwest St/Ellis Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	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]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	97	1040	60	119	916	63	39	166	44	56	227	180
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	42	0	0	53	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
Total Hourly Volume [veh/h]	116	1290	63	143	1152	62	47	199	32	67	272	92
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	339	17	38	303	16	12	52	8	18	72	24
Total Analysis Volume [veh/h]	122	1358	66	151	1213	65	49	209	34	71	286	97
Pedestrian Volume [ped/h]	2			1			2			4		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.28	0.28	0.09	0.25	0.25	0.03	0.07	0.07	0.04	0.17	0.06
Intersection LOS	B											
Intersection V/C	0.615											

Intersection Level Of Service Report
Intersection 19: PCH/17th St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.817

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	350.00	100.00	155.00	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]	60.00		60.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1432	45	100	876	38	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	151	0	0	115	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]	1869	35	120	1166	46	167
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]	492	9	32	307	12	44
Total Analysis Volume [veh/h]	1967	37	126	1227	48	176
Pedestrian Volume [ped/h]	5		1		2	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

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

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	4	0	3	8	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.59	0.59	0.07	0.36	0.03	0.10
Intersection LOS	D					
Intersection V/C	0.817					

Intersection Level Of Service Report
Intersection 20: PCH/6th St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	350.00	100.00	100.00	325.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	18	1380	63	65	784	14	29	23	44	73	16	82
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	151	0	0	115	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
Total Hourly Volume [veh/h]	22	1807	64	78	1056	14	35	28	39	88	19	56
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	476	17	21	278	4	9	7	10	23	5	15
Total Analysis Volume [veh/h]	23	1902	67	82	1112	15	37	29	41	93	20	59
Pedestrian Volume [ped/h]	50			37			29			71		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.39	0.39	0.05	0.22	0.22	0.02	0.06	0.06	0.05	0.05	0.05
Intersection LOS	B											
Intersection V/C	0.602											

Intersection Level Of Service Report
Intersection 21: PCH/Main St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

Intersection Setup

Name							
Approach	Northbound			Southbound		Westbound	
Lane Configuration							
Turning Movement	U-turn	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	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
Entry Pocket Length [ft]	260.00	100.00	125.00	150.00	100.00	100.00	85.00
No. of Lanes in Exit Pocket	0	0	1	0	1	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	49.21	0.00	100.00
Speed [mph]	40.00			40.00		35.00	
Grade [%]	0.00			0.00		0.00	
Crosswalk	Yes			Yes		Yes	

Volumes

Name							
Base Volume Input [veh/h]	20	1467	0	0	914	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	101	12	40	75	12	50
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	1861	12	40	1172	13	50
Peak Hour Factor	0.9500	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	1.0000
Total 15-Minute Volume [veh/h]	6	490	3	11	308	3	13
Total Analysis Volume [veh/h]	25	1959	13	42	1234	14	53
Pedestrian Volume [ped/h]	269			249		96	
Bicycle Volume [bicycles/h]	0			0		0	

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.38	0.01	0.02	0.24	0.00	0.00
Intersection LOS	A						
Intersection V/C	0.459						

Intersection Level Of Service Report
Intersection 22: Main St/Garfield Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.370

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	2	0	0	1	0	1
Entry Pocket Length [ft]	240.00	100.00	100.00	250.00	100.00	100.00	215.00	100.00	100.00	255.00	100.00	25.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	13	334	68	21	350	128	77	439	11	74	446	45
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	90	0	0	102	3	2	16	0	0	23	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
Total Hourly Volume [veh/h]	16	491	82	25	522	157	94	543	13	89	558	33
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	129	22	7	137	41	25	143	3	23	147	9
Total Analysis Volume [veh/h]	17	517	86	26	549	165	99	572	14	94	587	35
Pedestrian Volume [ped/h]	0			0			9			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

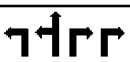
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.12	0.02	0.14	0.14	0.03	0.11	0.11	0.06	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.370											

Intersection Level Of Service Report
Intersection 23: PCH/1st St

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.265

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	330.00	100.00	100.00	270.00	100.00	100.00	25.00	100.00	100.00	85.00	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]	40.00			40.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	1234	95	146	753	11	36	42	42	97	25	136
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	83	11	25	62	0	0	0	0	11	0	30
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
Total Hourly Volume [veh/h]	35	1564	125	200	966	11	43	50	18	127	30	193
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	412	33	53	254	3	11	13	5	33	8	51
Total Analysis Volume [veh/h]	37	1646	132	211	1017	12	45	53	19	134	32	203
Pedestrian Volume [ped/h]	0			60			19			190		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

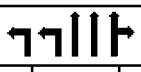
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.12	0.00	0.00	0.03	0.03	0.01	0.04	0.05	0.06
Intersection LOS	A											
Intersection V/C	0.265											

Intersection Level Of Service Report
Intersection 24: PCH/Beach Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	300.00	100.00	100.00	305.00	100.00	100.00	50.00	100.00	50.00	480.00	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]	55.00			55.00			30.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	13	1176	501	131	766	13	40	60	31	236	26	124
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	53	13	28	45	0	0	0	0	7	0	41
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
Total Hourly Volume [veh/h]	16	1464	495	185	964	11	48	72	20	290	31	101
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	385	130	49	254	3	13	19	5	76	8	27
Total Analysis Volume [veh/h]	17	1541	521	195	1015	12	51	76	21	305	33	106
Pedestrian Volume [ped/h]	16			9			6			7		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.31	0.06	0.00	0.00	0.03	0.02	0.01	0.09	0.02	0.06
Intersection LOS	A											
Intersection V/C	0.526											

Intersection Level Of Service Report
Intersection 25: Beach Blvd/Atlanta Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.546

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	380.00	100.00	100.00	270.00	100.00	100.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	715	92	236	366	165	144	363	41	50	421	168
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	41	0	0	48	22	22	48	0	0	53	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
Total Hourly Volume [veh/h]	101	899	73	283	487	220	195	484	49	60	558	113
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	237	19	74	128	58	51	127	13	16	147	30
Total Analysis Volume [veh/h]	106	946	77	298	513	232	205	509	52	63	587	119
Pedestrian Volume [ped/h]	24			4			5			6		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.20	0.20	0.18	0.15	0.15	0.12	0.00	0.03	0.04	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.546											

Intersection Level Of Service Report
Intersection 26: Beach Blvd/Indianapolis Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	215.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	36	921	59	120	735	60	61	110	24	38	121	126
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	38	25	0	40	0	0	0	0	30	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
Total Hourly Volume [veh/h]	43	1143	83	144	922	55	73	132	18	76	145	109
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	301	22	38	243	14	19	35	5	20	38	29
Total Analysis Volume [veh/h]	45	1203	87	152	971	58	77	139	19	80	153	115
Pedestrian Volume [ped/h]	3			9			5			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.25	0.25	0.09	0.20	0.20	0.05	0.08	0.01	0.05	0.09	0.07
Intersection LOS	A											
Intersection V/C	0.528											

Intersection Level Of Service Report
Intersection 27: Beach Blvd/Adams Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.632

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	2	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	250.00	100.00	100.00	250.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	108	863	166	262	887	145	121	444	57	133	810	292
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	27	11	0	29	0	0	37	0	11	42	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
Total Hourly Volume [veh/h]	130	1063	144	314	1093	174	145	570	68	171	1014	235
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	280	38	83	288	46	38	150	18	45	267	62
Total Analysis Volume [veh/h]	137	1119	152	331	1151	183	153	600	72	180	1067	247
Pedestrian Volume [ped/h]	3			5			6			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.25	0.25	0.10	0.26	0.26	0.09	0.00	0.00	0.11	0.00	0.15
Intersection LOS	B											
Intersection V/C	0.632											

Intersection Level Of Service Report
Intersection 28: Beach Blvd/Yorktown Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	260.00	100.00	100.00	145.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	160	1243	201	94	1106	125	103	347	126	83	314	73
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 [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	27	0	0	29	11	11	39	0	0	46	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
Total Hourly Volume [veh/h]	192	1519	123	113	1356	161	135	455	151	100	423	55
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	400	32	30	357	42	36	120	40	26	111	14
Total Analysis Volume [veh/h]	202	1599	129	119	1427	169	142	479	159	105	445	58
Pedestrian Volume [ped/h]	7			11			6			6		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

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

Phasing & Timing

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												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.34	0.34	0.07	0.31	0.31	0.08	0.14	0.09	0.06	0.15	0.15
Intersection LOS	C											
Intersection V/C	0.713											

CRC Property Huntington Beach

Vistro File: C:\...\CRC HB Revised - ICU 1 - 11.3.2025.vistro
Report File: C:\...\Opening Year With Project PM.pdf

Scenario 6 Opening Year With Project PM
11/3/2025

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	PCH/Warner Ave	30	1428	533	511	923	19	31	70	43	373	43	642	4646

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Warner Ave/Bolsa Chica St	46	122	126	484	155	378	361	805	32	136	1060	373	4078

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
3	PCH/Seapoint St	1826	94	217	1213	71	241	3662

ID	Intersection Name	Northbound			Southbound			Eastbound		Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Thru	Right	Left	Thru	Right	
4	Seapoint St/Project Dwy	6	1	10	7	1	0	318	8	8	330	0	689

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
5	Seapoint St/Doral Dr	22	70	340	29	83	308	852

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	Seapoint St/Garfield Ave	1	356	1	2	392	2	754

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Garfield Ave/Edwards St	5	94	18	360	83	158	187	167	4	37	233	390	1736

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	PCH/North Project Dwy	1897	76	33	1251	55	24	3336

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	PCH/Center Project Dwy	1906	91	38	1994	66	27	4122

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	On-Site Project Roundabout	76	23	30	0	16	0	0	0	55	22	0	0	222

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
11	PCH/South Project Dwy	1975	80	31	2029	58	23	4196

ID	Intersection Name	Northbound			Southbound		Westbound		Total Volume
		U-T	Thru	Right	Left	Thru	Left	Right	
12	PCH/Goldenwest St	0	1758	290	283	1090	201	296	3918

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
13	Goldenwest St/Project Dwy	22	4	6	615	494	10	1151

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Goldenwest St/Orange Ave	17	630	14	160	465	82	40	10	10	13	12	100	1553

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Goldenwest St/Palm Ave	23	777	12	151	641	108	108	61	26	28	85	164	2184

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
16	Goldenwest St/Yorktown Ave	789	278	448	623	383	577	3098

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Goldenwest St/Garfield Ave	154	1162	168	137	1029	58	137	350	180	193	406	182	4156

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18	Goldenwest St/Ellis Ave	116	1290	72	143	1152	76	47	199	53	67	272	216	3703

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
19	PCH/17th St	1869	54	120	1166	46	167	3422

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
20	PCH/6th St	22	1807	76	78	1056	17	35	28	53	88	19	98	3377

ID	Intersection Name	Northbound			Southbound		Westbound		Total Volume
		U-T	Thru	Right	Left	Thru	Left	Right	
21	PCH/Main St	24	1861	12	40	1172	13	50	3172

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22	Main St/Garfield Ave	16	491	82	25	522	157	94	543	13	89	558	54	2644

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
23	PCH/1st St	35	1564	125	200	966	13	43	50	50	127	30	193	3396

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24	PCH/Beach Blvd	16	1464	614	185	964	16	48	72	37	290	31	190	3927

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
25	Beach Blvd/Atlanta Ave	101	899	110	283	487	220	195	484	49	60	558	202	3648

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26	Beach Blvd/Indianapolis Ave	43	1143	96	144	922	72	73	132	29	76	145	151	3026

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
27	Beach Blvd/Adams Ave	130	1063	210	314	1093	174	145	570	68	171	1014	350	5302

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
28	Beach Blvd/Yorktown Ave	192	1519	241	113	1356	161	135	455	151	100	423	88	4934

APPENDIX D – OCTAM TRIP DISTRIBUTION


Fountain Valley
GARFIELD
YORKTOWN
Huntington Beach

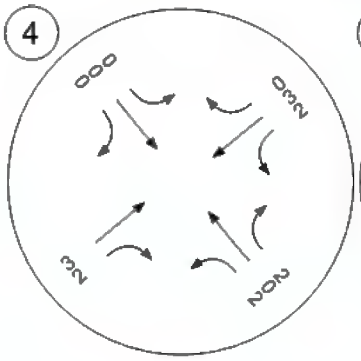

GARFIELD
YORKTOWN

APPENDIX E – PROJECT TRIP DISTRIBUTION AT PROJECT DRIVEWAYS

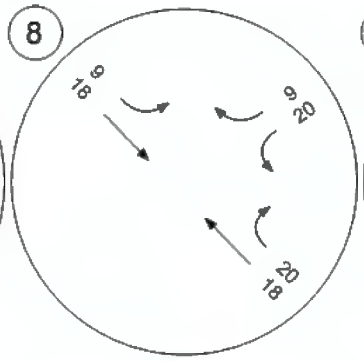
Traffic Volume - Net New Site Trips



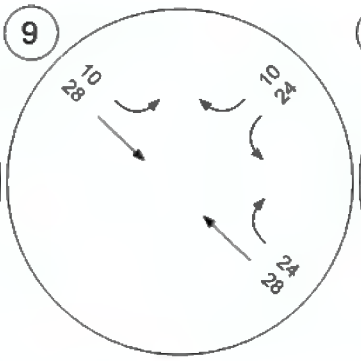
Seapoint St/Project Dwy



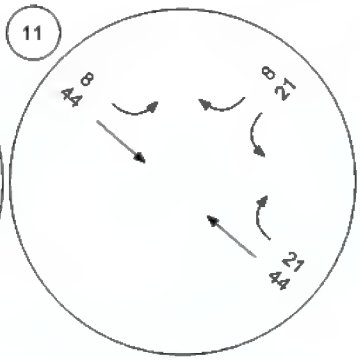
PCH/North Project Dwy



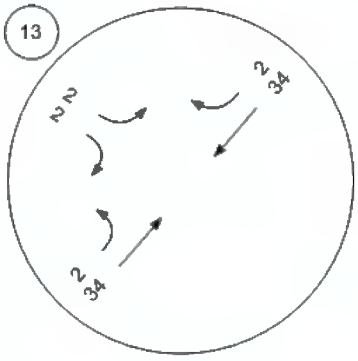
PCH/Center Project Dwy



PCH/South Project Dwy



Goldenwest St/Project Dwy



APPENDIX G – TWO WAY STOP CONTROL LOS AT PROJECT DRIVEWAYS ALONG PCH

CRC Property Huntington Beach

Vistro File: C:\...\CRC HB Revised - ICU 1 - 11.3.2025.vistro
Scenario 9 TWSC/Traffic Signal Warrant OYWP AM
Report File: C:\...\TWSC PCH Project Driveways AM.pdf
11/3/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
8	PCH/North Project Dwy	Two-way stop	HCM 7th Edition	WB Left	2.095	746.1	F
9	PCH/Center Project Dwy	Two-way stop	HCM 7th Edition	WB Left	1.192	263.1	F
11	PCH/South Project Dwy	Two-way stop	HCM 7th Edition	WB Left	1.124	247.3	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 8: PCH/North Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	746.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.095

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	866	0	0	1589	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	72	32	14	38	71	31
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]	1111	32	14	1945	71	31
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]	292	8	4	512	19	8
Total Analysis Volume [veh/h]	1169	34	15	2047	75	33
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
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	0.01	0.00	0.03	0.02	2.09	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	11.42	0.00	746.11	13.54
Movement LOS	A	A	B	A	F	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	8.29	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.00	0.00	207.29	5.84
d_A, Approach Delay [s/veh]	0.00		0.08		522.27	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	16.77					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 9: PCH/Center Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	263.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.192

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	857	0	0	812	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	68	39	16	93	85	36
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]	1096	39	16	1067	85	36
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]	288	10	4	281	22	9
Total Analysis Volume [veh/h]	1154	41	17	1123	89	38
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
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	0.01	0.00	0.03	0.01	1.19	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	11.40	0.00	263.13	13.53
Movement LOS	A	A	B	A	F	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.09	0.00	6.74	0.27
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.26	0.00	168.60	6.72
d_A, Approach Delay [s/veh]	0.00		0.17		188.45	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	9.80					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 11: PCH/South Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	247.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.124

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	857	0	0	812	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	78	34	13	165	75	29
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]	1106	34	13	1139	75	29
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]	291	9	3	300	20	8
Total Analysis Volume [veh/h]	1164	36	14	1199	79	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
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	0.01	0.00	0.02	0.01	1.12	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	11.39	0.00	247.28	13.46
Movement LOS	A	A	B	A	F	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.07	0.00	6.01	0.22
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.86	0.00	150.32	5.44
d_A, Approach Delay [s/veh]	0.00		0.13		181.39	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	7.97					
Intersection LOS	F					

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Scenario 9 TWSC/Traffic Signal Warrant OYWP AM
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Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	PCH/North Project Dwy	1111	32	14	1945	71	31	3204

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	PCH/Center Project Dwy	1096	39	16	1067	85	36	2339

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
11	PCH/South Project Dwy	1106	34	13	1139	75	29	2396

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Scenario 10 TWSC/Traffic Signal Warrant OYWP PM

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
8	PCH/North Project Dwy	Two-way stop	HCM 7th Edition	WB Left	4.050	1,906.3	F
9	PCH/Center Project Dwy	Two-way stop	HCM 7th Edition	WB Left	9.600	4,871.5	F
11	PCH/South Project Dwy	Two-way stop	HCM 7th Edition	WB Left	9.409	4,887.8	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 8: PCH/North Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	1,906.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.050

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1529	0	0	974	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	62	76	33	82	55	24
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]	1897	76	33	1251	55	24
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]	499	20	9	329	14	6
Total Analysis Volume [veh/h]	1997	80	35	1317	58	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
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	0.02	0.00	0.13	0.01	4.05	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	20.72	0.00	1906.30	21.58
Movement LOS	A	A	C	A	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.45	0.00	8.13	0.34
95th-Percentile Queue Length [ft/ln]	0.00	0.00	11.29	0.00	203.34	8.53
d_A, Approach Delay [s/veh]	0.00		0.54		1338.61	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	31.84					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 9: PCH/Center Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	4,871.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	9.600

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1496	0	0	1580	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	111	91	38	98	66	27
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]	1906	91	38	1994	66	27
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]	502	24	10	525	17	7
Total Analysis Volume [veh/h]	2006	96	40	2099	69	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
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	0.02	0.00	0.16	0.02	9.60	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	21.50	0.00	4871.52	21.94
Movement LOS	A	A	C	A	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.54	0.00	10.25	0.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	13.49	0.00	256.27	9.74
d_A, Approach Delay [s/veh]	0.00		0.40		3471.64	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	77.83					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 11: PCH/South Project Dwy

Control Type:	Two-way stop	Delay (sec / veh):	4,887.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	9.409

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
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]	60.00		60.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1496	0	0	1580	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.2000	1.2000	1.2000	1.2000	1.2000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	180	80	31	133	58	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]	1975	80	31	2029	58	23
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]	520	21	8	534	15	6
Total Analysis Volume [veh/h]	2079	84	33	2136	61	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
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	0.02	0.00	0.14	0.02	9.41	0.11
d_M, Delay for Movement [s/veh]	0.00	0.00	22.04	0.00	4887.85	22.70
Movement LOS	A	A	C	A	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.46	0.00	9.28	0.35
95th-Percentile Queue Length [ft/ln]	0.00	0.00	11.52	0.00	231.99	8.74
d_A, Approach Delay [s/veh]	0.00		0.34		3514.16	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	67.79					
Intersection LOS	F					

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Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	PCH/North Project Dwy	1897	76	33	1251	55	24	3336

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	PCH/Center Project Dwy	1906	91	38	1994	66	27	4122

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
11	PCH/South Project Dwy	1975	80	31	2029	58	23	4196

APPENDIX H – TRAFFIC SIGNAL WARRANTS

Signal Warrants Report For Intersection 8: PCH/North Project Dwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	1143	1959	102
2	1109	1900	99
3	1086	1861	97
4	1017	1744	91
5	903	1548	81
6	892	1528	80
7	880	1508	79
8	800	1371	71
9	789	1352	70
10	777	1332	69
11	674	1156	60
12	629	1077	56
13	617	1058	55
14	457	784	41
15	457	784	41
16	320	549	29
17	183	313	16
18	183	313	16
19	103	176	9
20	57	98	5
21	34	59	3
22	11	20	1
23	11	20	1
24	11	20	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	3102	2	102	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
2	3	3009	2	99	No	No	No	No	No	Yes	Yes	Yes	Yes	No
3	3	2947	2	97	No	No	No	No	No	Yes	Yes	Yes	Yes	No
4	3	2761	2	91	No	No	No	No	No	Yes	Yes	Yes	Yes	No
5	3	2451	2	81	No	No	No	No	No	Yes	Yes	Yes	Yes	No
6	3	2420	2	80	No	No	No	No	No	Yes	Yes	Yes	No	No
7	3	2388	2	79	No	No	No	No	No	No	Yes	Yes	No	No
8	3	2171	2	71	No	No	No	No	No	No	Yes	Yes	No	No
9	3	2141	2	70	No	No	No	No	No	No	Yes	Yes	No	No
10	3	2109	2	69	No	No	No	No	No	No	No	Yes	No	No
11	3	1830	2	60	No	No	No	No	No	No	No	Yes	No	No
12	3	1706	2	56	No	No	No	No	No	No	No	Yes	No	No
13	3	1675	2	55	No	No	No	No	No	No	No	No	No	No
14	3	1241	2	41	No	No	No	No	No	No	No	No	No	No
15	3	1241	2	41	No	No	No	No	No	No	No	No	No	No
16	3	869	2	29	No	No	No	No	No	No	No	No	No	No
17	3	496	2	16	No	No	No	No	No	No	No	No	No	No
18	3	496	2	16	No	No	No	No	No	No	No	No	No	No
19	3	279	2	9	No	No	No	No	No	No	No	No	No	No
20	3	155	2	5	No	No	No	No	No	No	No	No	No	No
21	3	93	2	3	No	No	No	No	No	No	No	No	No	No
22	3	31	2	1	No	No	No	No	No	No	No	No	No	No
23	3	31	2	1	No	No	No	No	No	No	No	No	No	No
24	3	31	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	1	6	9	12	5	1

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	522.3
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	14:47
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	102
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	3204
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 9: PCH/Center Project Dwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	1135	1083	121
2	1101	1051	117
3	1078	1029	115
4	1010	964	108
5	897	856	96
6	885	845	94
7	874	834	93
8	795	758	85
9	783	747	83
10	772	736	82
11	670	639	71
12	624	596	67
13	613	585	65
14	454	433	48
15	454	433	48
16	318	303	34
17	182	173	19
18	182	173	19
19	102	97	11
20	57	54	6
21	34	32	4
22	11	11	1
23	11	11	1
24	11	11	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2218	2	121	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	2152	2	117	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	2107	2	115	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1974	2	108	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1753	2	96	No	No	No	No	No	Yes	Yes	Yes	Yes	No
6	3	1730	2	94	No	No	No	No	No	Yes	Yes	Yes	Yes	No
7	3	1708	2	93	No	No	No	No	No	Yes	Yes	Yes	Yes	No
8	3	1553	2	85	No	No	No	No	No	Yes	Yes	Yes	Yes	No
9	3	1530	2	83	No	No	No	No	No	Yes	Yes	Yes	Yes	No
10	3	1508	2	82	No	No	No	No	No	Yes	Yes	Yes	Yes	No
11	3	1309	2	71	No	No	No	No	No	No	Yes	Yes	No	No
12	3	1220	2	67	No	No	No	No	No	No	No	Yes	No	No
13	3	1198	2	65	No	No	No	No	No	No	No	Yes	No	No
14	3	887	2	48	No	No	No	No	No	No	No	No	No	No
15	3	887	2	48	No	No	No	No	No	No	No	No	No	No
16	3	621	2	34	No	No	No	No	No	No	No	No	No	No
17	3	355	2	19	No	No	No	No	No	No	No	No	No	No
18	3	355	2	19	No	No	No	No	No	No	No	No	No	No
19	3	199	2	11	No	No	No	No	No	No	No	No	No	No
20	3	111	2	6	No	No	No	No	No	No	No	No	No	No
21	3	66	2	4	No	No	No	No	No	No	No	No	No	No
22	3	22	2	1	No	No	No	No	No	No	No	No	No	No
23	3	22	2	1	No	No	No	No	No	No	No	No	No	No
24	3	22	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	4	10	11	13	10	4

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	188.4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	6:20
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	121
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2339
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 11: PCH/South Project Dwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	1140	1152	104
2	1106	1117	101
3	1083	1094	99
4	1015	1025	93
5	901	910	82
6	889	899	81
7	878	887	80
8	798	806	73
9	787	795	72
10	775	783	71
11	673	680	61
12	627	634	57
13	616	622	56
14	456	461	42
15	456	461	42
16	319	323	29
17	182	184	17
18	182	184	17
19	103	104	9
20	57	58	5
21	34	35	3
22	11	12	1
23	11	12	1
24	11	12	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2292	2	104	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
2	3	2223	2	101	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
3	3	2177	2	99	No	No	No	No	No	Yes	Yes	Yes	Yes	No
4	3	2040	2	93	No	No	No	No	No	Yes	Yes	Yes	Yes	No
5	3	1811	2	82	No	No	No	No	No	Yes	Yes	Yes	Yes	No
6	3	1788	2	81	No	No	No	No	No	Yes	Yes	Yes	Yes	No
7	3	1765	2	80	No	No	No	No	No	Yes	Yes	Yes	No	No
8	3	1604	2	73	No	No	No	No	No	No	Yes	Yes	No	No
9	3	1582	2	72	No	No	No	No	No	No	Yes	Yes	No	No
10	3	1558	2	71	No	No	No	No	No	No	Yes	Yes	No	No
11	3	1353	2	61	No	No	No	No	No	No	No	Yes	No	No
12	3	1261	2	57	No	No	No	No	No	No	No	Yes	No	No
13	3	1238	2	56	No	No	No	No	No	No	No	Yes	No	No
14	3	917	2	42	No	No	No	No	No	No	No	No	No	No
15	3	917	2	42	No	No	No	No	No	No	No	No	No	No
16	3	642	2	29	No	No	No	No	No	No	No	No	No	No
17	3	366	2	17	No	No	No	No	No	No	No	No	No	No
18	3	366	2	17	No	No	No	No	No	No	No	No	No	No
19	3	207	2	9	No	No	No	No	No	No	No	No	No	No
20	3	115	2	5	No	No	No	No	No	No	No	No	No	No
21	3	69	2	3	No	No	No	No	No	No	No	No	No	No
22	3	23	2	1	No	No	No	No	No	No	No	No	No	No
23	3	23	2	1	No	No	No	No	No	No	No	No	No	No
24	3	23	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	2	7	10	13	6	2

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	181.4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	5:14
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	104
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2396
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 8: PCH/North Project Dwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	1973	1284	79
2	1914	1245	77
3	1874	1220	75
4	1756	1143	70
5	1559	1014	62
6	1539	1002	62
7	1519	989	61
8	1381	899	55
9	1361	886	55
10	1342	873	54
11	1164	758	47
12	1085	706	43
13	1065	693	43
14	789	514	32
15	789	514	32
16	552	360	22
17	316	205	13
18	316	205	13
19	178	116	7
20	99	64	4
21	59	39	2
22	20	13	1
23	20	13	1
24	20	13	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	3257	2	79	No	No	No	No	No	No	Yes	Yes	No	No
2	3	3159	2	77	No	No	No	No	No	No	Yes	Yes	No	No
3	3	3094	2	75	No	No	No	No	No	No	Yes	Yes	No	No
4	3	2899	2	70	No	No	No	No	No	No	Yes	Yes	No	No
5	3	2573	2	62	No	No	No	No	No	No	No	Yes	No	No
6	3	2541	2	62	No	No	No	No	No	No	No	Yes	No	No
7	3	2508	2	61	No	No	No	No	No	No	No	Yes	No	No
8	3	2280	2	55	No	No	No	No	No	No	No	No	No	No
9	3	2247	2	55	No	No	No	No	No	No	No	No	No	No
10	3	2215	2	54	No	No	No	No	No	No	No	No	No	No
11	3	1922	2	47	No	No	No	No	No	No	No	No	No	No
12	3	1791	2	43	No	No	No	No	No	No	No	No	No	No
13	3	1758	2	43	No	No	No	No	No	No	No	No	No	No
14	3	1303	2	32	No	No	No	No	No	No	No	No	No	No
15	3	1303	2	32	No	No	No	No	No	No	No	No	No	No
16	3	912	2	22	No	No	No	No	No	No	No	No	No	No
17	3	521	2	13	No	No	No	No	No	No	No	No	No	No
18	3	521	2	13	No	No	No	No	No	No	No	No	No	No
19	3	294	2	7	No	No	No	No	No	No	No	No	No	No
20	3	163	2	4	No	No	No	No	No	No	No	No	No	No
21	3	98	2	2	No	No	No	No	No	No	No	No	No	No
22	3	33	2	1	No	No	No	No	No	No	No	No	No	No
23	3	33	2	1	No	No	No	No	No	No	No	No	No	No
24	3	33	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	4	7	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	1338.6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	29:22
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	79
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	3336
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 9: PCH/Center Project Dwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	1997	2032	93
2	1937	1971	90
3	1897	1930	88
4	1777	1808	83
5	1578	1605	73
6	1558	1585	73
7	1538	1565	72
8	1398	1422	65
9	1378	1402	64
10	1358	1382	63
11	1178	1199	55
12	1098	1118	51
13	1078	1097	50
14	799	813	37
15	799	813	37
16	559	569	26
17	320	325	15
18	320	325	15
19	180	183	8
20	100	102	5
21	60	61	3
22	20	20	1
23	20	20	1
24	20	20	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	4029	2	93	No	No	No	No	No	Yes	Yes	Yes	Yes	No
2	3	3908	2	90	No	No	No	No	No	Yes	Yes	Yes	Yes	No
3	3	3827	2	88	No	No	No	No	No	Yes	Yes	Yes	Yes	No
4	3	3585	2	83	No	No	No	No	No	Yes	Yes	Yes	Yes	No
5	3	3183	2	73	No	No	No	No	No	No	Yes	Yes	No	No
6	3	3143	2	73	No	No	No	No	No	No	Yes	Yes	No	No
7	3	3103	2	72	No	No	No	No	No	No	Yes	Yes	No	No
8	3	2820	2	65	No	No	No	No	No	No	No	Yes	No	No
9	3	2780	2	64	No	No	No	No	No	No	No	Yes	No	No
10	3	2740	2	63	No	No	No	No	No	No	No	Yes	No	No
11	3	2377	2	55	No	No	No	No	No	No	No	No	No	No
12	3	2216	2	51	No	No	No	No	No	No	No	No	No	No
13	3	2175	2	50	No	No	No	No	No	No	No	No	No	No
14	3	1612	2	37	No	No	No	No	No	No	No	No	No	No
15	3	1612	2	37	No	No	No	No	No	No	No	No	No	No
16	3	1128	2	26	No	No	No	No	No	No	No	No	No	No
17	3	645	2	15	No	No	No	No	No	No	No	No	No	No
18	3	645	2	15	No	No	No	No	No	No	No	No	No	No
19	3	363	2	8	No	No	No	No	No	No	No	No	No	No
20	3	202	2	5	No	No	No	No	No	No	No	No	No	No
21	3	121	2	3	No	No	No	No	No	No	No	No	No	No
22	3	40	2	1	No	No	No	No	No	No	No	No	No	No
23	3	40	2	1	No	No	No	No	No	No	No	No	No	No
24	3	40	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	4	7	10	4	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	3471.6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	89:41
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	93
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	4122
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 11: PCH/South Project Dwy

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	2055	2060	81
2	1993	1998	79
3	1952	1957	77
4	1829	1833	72
5	1623	1627	64
6	1603	1607	63
7	1582	1586	62
8	1439	1442	57
9	1418	1421	56
10	1397	1401	55
11	1212	1215	48
12	1130	1133	45
13	1110	1112	44
14	822	824	32
15	822	824	32
16	575	577	23
17	329	330	13
18	329	330	13
19	185	185	7
20	103	103	4
21	62	62	2
22	21	21	1
23	21	21	1
24	21	21	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	4115	2	81	No	No	No	No	No	Yes	Yes	Yes	Yes	No
2	3	3991	2	79	No	No	No	No	No	No	Yes	Yes	No	No
3	3	3909	2	77	No	No	No	No	No	No	Yes	Yes	No	No
4	3	3662	2	72	No	No	No	No	No	No	Yes	Yes	No	No
5	3	3250	2	64	No	No	No	No	No	No	No	Yes	No	No
6	3	3210	2	63	No	No	No	No	No	No	No	Yes	No	No
7	3	3168	2	62	No	No	No	No	No	No	No	Yes	No	No
8	3	2881	2	57	No	No	No	No	No	No	No	Yes	No	No
9	3	2839	2	56	No	No	No	No	No	No	No	Yes	No	No
10	3	2798	2	55	No	No	No	No	No	No	No	No	No	No
11	3	2427	2	48	No	No	No	No	No	No	No	No	No	No
12	3	2263	2	45	No	No	No	No	No	No	No	No	No	No
13	3	2222	2	44	No	No	No	No	No	No	No	No	No	No
14	3	1646	2	32	No	No	No	No	No	No	No	No	No	No
15	3	1646	2	32	No	No	No	No	No	No	No	No	No	No
16	3	1152	2	23	No	No	No	No	No	No	No	No	No	No
17	3	659	2	13	No	No	No	No	No	No	No	No	No	No
18	3	659	2	13	No	No	No	No	No	No	No	No	No	No
19	3	370	2	7	No	No	No	No	No	No	No	No	No	No
20	3	206	2	4	No	No	No	No	No	No	No	No	No	No
21	3	124	2	2	No	No	No	No	No	No	No	No	No	No
22	3	42	2	1	No	No	No	No	No	No	No	No	No	No
23	3	42	2	1	No	No	No	No	No	No	No	No	No	No
24	3	42	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	1	4	9	1	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	3514.2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	79:04
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	81
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	4196
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**